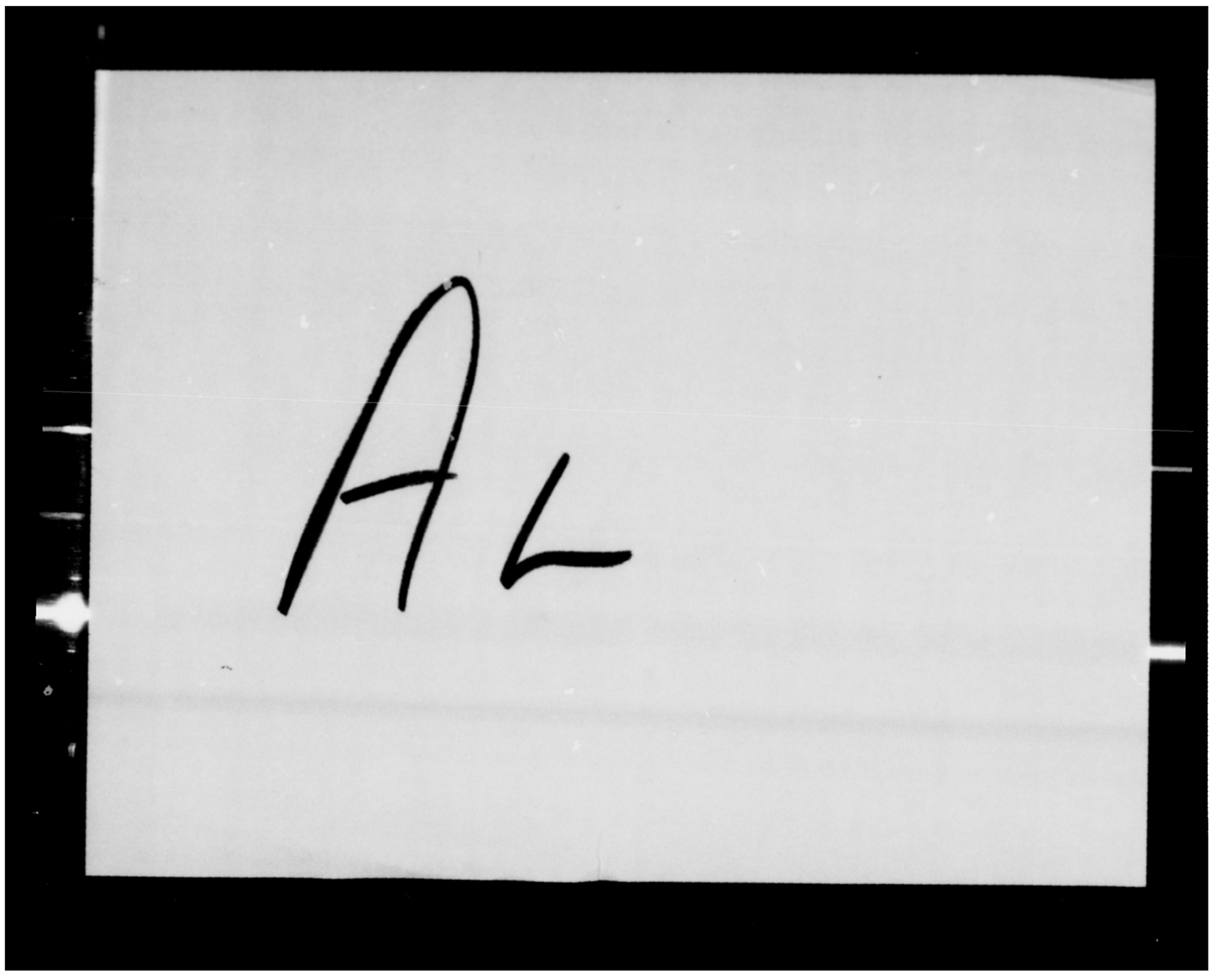


Telefax

WESTERN-UNION

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Telefax

CALL LETTERS MDV

CHARGE TO INT'L BROTHERHOOD OF TEAMSTERS

JUNE 26, 1956

MR. LEONARD D. PHARO
LABOR RELATIONS MANAGER
ASSOCIATED CONTRACTORS
ALABAMA ORDNANCE WORKS
CHILDERSBURG, ALABAMA

ADMINISTRATIVE FILE
Alabama Ordnance Works
Liberty Powder Company

RE YOUR TELEGRAM THIS IS AN UNAUTHORIZED STRIKE. IT IS THE UNDERSTANDING OF THIS OFFICE THAT TEAMSTERS ARE RETURNING TO WORK.

ROBERT L. GRAHAM
ASSISTANT TO THE
GENERAL PRESIDENT

alb

Send the above message, subject to the terms on back hereof, which are hereby agreed to

PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD

1269—(R 4-55)

WESTERN UNION

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CALL LETTERS: MDV

CHARGE TO: INT'L BROTHERHOOD OF TEAMSTERS

JUNE 25, 1956

ADMINISTRATIVE FILE

MR. M. W. MILLER, DIRECTOR
SOUTHERN CONFERENCE OF TEAMSTERS
1522 ICT BUILDING
DALLAS, TEXAS

Liberty Powder Co.
Alabama Ordnance Works

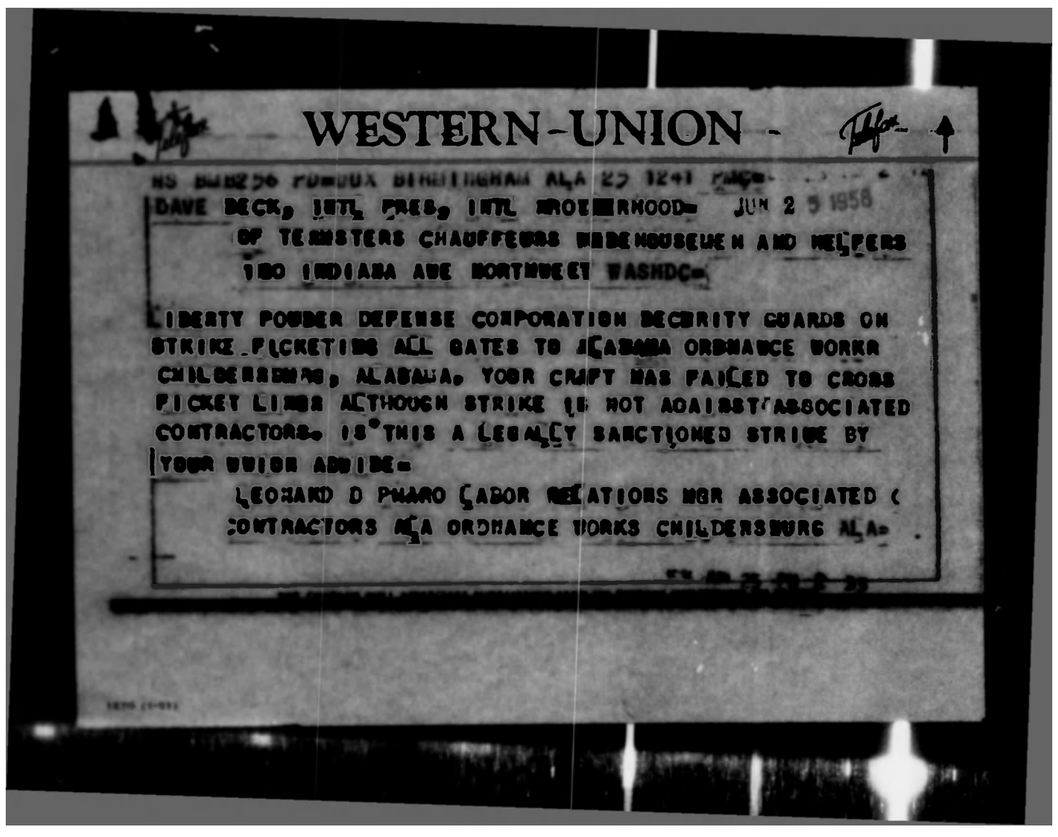
THE FOLLOWING TELEGRAM HAS BEEN RECEIVED IN THIS OFFICE QUOTE LIBERTY POWDER DEFENSE CORPORATION SECURITY GUARDS ON STRIKE PICKETING ALL GATES TO ALABAMA ORDNANCE WORKS CHILDERSBURG, ALABAMA. YOUR CRAFT HAS FAILED TO CROSS PICKET LINES ALTHOUGH STRIKE IS NOT AGAINST ASSOCIATED CONTRACTORS. IS THIS A LEGALLY SANCTIONED STRIEE BY YOUR UNION ADVISE. LEONARD D. PHARO LABOR RELATIONS MGR ASSOCIATED CONTRACTORS ALA ORDNANCE WORKS CHILDERSBURG ALA UNQUOTE. PLEASE GIVE THIS OFFICE A REPORT RE THIS. R.L. GRAHAM

alb

Send the above message, subject to the terms on back hereof, which are hereby agreed to

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1269—(8 4-55)



WESTERN-UNION

DAVE BECK, INTL PRES, INTL BROTHERHOOD JUN 2 5 1958
OF TEAMSTERS CHAUFFEURS WAREHOUSEMEN AND HELPERS
100 INDIANA AVE NORTHWEST WASHDC

LIBERTY POWDER DEFENSE CORPORATION SECURITY GUARDS ON STRIKE PICKETING ALL GATES TO ALABAMA ORDNANCE WORKS CHILDERSBURG, ALABAMA. YOUR CRAFT HAS FAILED TO CROSS PICKET LINES ALTHOUGH STRIKE IS NOT AGAINST ASSOCIATED CONTRACTORS. IS THIS A LEGALLY SANCTIONED STRIKE BY YOUR UNION ADVISE

LEONARD D PHARO LABOR RELATIONS MGR ASSOCIATED CONTRACTORS ALA ORDNANCE WORKS CHILDERSBURG ALA

ADMINISTRATIVE FILE
Alaska Chamber
of Commerce
Invitation

February 28, 1956

Mr. F. O. Eastaugh, President
Alaska Chamber of Commerce
Box 1211
Juneau, Alaska

Dear Mr. Estebgh:

Thank you for your very good letter of February 7. There is no one from our International staff who could represent this organization at your meeting in April. However, may I suggest that perhaps Frank Brewster, Chairman of the Western Conference of Teamsters may personally be able to appear, or designate someone from that organization. His office address is 553 John Street, Seattle. As I told you in my communication, it is my sincere hope to join with you at some future meeting.

With warm regards, I am

Sincerely yours,

DB:ew

FROM THE OFFICE OF
DAVID BECK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS
P-2050

Phone 4665 or 4846

P. O. Box 681

KETCHIKAN
CENTRAL LABOR COUNCIL

AMERICAN FEDERATION OF LABOR
CONGRESS OF INDUSTRIAL ORGANIZATIONS

Ketchikan, Alaska

KENNETH McKEE, President
GIL MARTIN, Vice-President
ANNE EVENSEN, Secretary

February 21, 1956

Mr. Dave Beck, President
International Brotherhood of Teamsters
100 Indiana Avenue, N.W.
Washington 1, D.C.

Dear Sir and Brother:

At our Central Labor Council meeting of February 16th I was informed by a delegate from your organization that you had been invited as the principal speaker at the Chamber of Commerce Territorial Convention in Ketchikan.

We of the Central Labor Council though inasmuch as you are the President of a Labor Union it would be proper and in order to join hands with the Alaska Chamber of Commerce in inviting you as the principal speaker at their convention.

As you know the principles of Organized Labor not only concern the improvement of transportation, but it concerns the welfare of many pertaining to the better of wages, hours and other conditions of employment.

So in view of their interest and our interest and your experience in Organized Labor, community relations, road projects, etc., we feel that your attendance at this convention would be an outstanding contribution to Labor and management as well. Therefore we wholeheartedly encourage you, if possible, to be present at the Alaska Chamber of Commerce. convention.

We are, as ever,

Fraternally yours,

Kenneth McKee

Kenneth McKee, President
Ketchikan Central Labor Council
AFL-CIO

KMcK:wb

Alaska Chamber of Commerce

Serving All of Alaska

PRESIDENT
F. O. EASTAUGH
BOX 1211, JUNEAU, ALASKA

SECRETARY-TREASURER
J. A. McLEAN
BOX 1193, JUNEAU, ALASKA

FIRST VICE PRESIDENT
GEORGE JACKSON
BOX 262, ANCHORAGE, ALASKA

SECOND VICE PRESIDENT
JERRY NERLAND
BOX 610, FAIRBANKS, ALASKA

February 7, 1956

Mr. Dave Beck, General President
International Brotherhood of Teamsters,
Chauffeurs, Warehousemen and Helpers of America
25 Louisiana Avenue N. W.
Washington 1, D. C.

Dear Mr. Beck:

I was very pleased to receive your kind letter of January 31 despite my disappointment that previous commitments will prevent your attendance of our meeting in Ketchikan, Alaska, in April.

I was confident when I wrote you, tnat our problems in creating a highway system between the Pacific Northwest and the Territory would be of great concern to you.

I have just completed outlining the important Friday afternoon session which will be a comprehensive discussion of the problems besetting the new pulp mill industry in Alaska, which industry is fifth in importance in the nation, and I feel sure that you would be equally interested in these discussions.

I had so hoped that you would attend that I had not thought of trying to get anyone else to take your place, and probably will not do so unless you would care to make a suggestion along that line. Do you have some one on your staff who could represent you?

Of course should your commitments change and permit you to come you will be welcomed and asked to address the conventior as one of the three speakers scheduled for the Friday morning opening addresses.

Sincerely yours,

F. O. Eastaugh, President

HENRY A. BENSON

Office of the Commissioner of Labor

JUNEAU, ALASKA

February 1, 1956

Mr. Dave Beck, President
International Brotherhood of Teamsters
100 Indiana Avenue, N. W.
Washington 1, D. C.

Dear Mr. Beck:

Mr. Fred Eastaugh has informed me that the Alaska Chamber of Commerce has invited you to be the principal speaker at its Territorial convention in Ketchikan, Alaska in April of this year. I wish to join in that invitation both personally and as a public official of Alaska.

The Alaska Chamber of Commerce is a progressive and forward looking organization, being primarily concerned with the economic development of Alaska and the prosperity of our residents. One of its principal concerns is the improvement of transportation both within the Territory and with Seattle and the continental United States through an integrated road system.

In view of your interest in the same program and your experience with such projects, I feel your attendance at the convention would be an outstanding contribution to Alaska's future. Equally beneficial and welcome would your visit be to the hundreds of Alaskans who are members of your International Union.

Yours sincerely,

Henry A. Benson

HAB:mez

ADMINISTRATIVE FILE

Alaska Chamber of
Commerce
X Invitation

January 31, 1956

Mr. F. O. Eastaugh, President
Alaska Chamber of Commerce
Box 1211
Juneau, Alaska

Dear Mr. Estaugh:

There is nothing I would like to do more then to meet with your Chamber of Commerce in Ketchikan in April. However, previous commitments will not permit and I sincerely regret this.

Our organization has a tremendous interest in the development of Alaska, as well as in the highways system between the states and the Territory. We have endeavored to keep abreast of the ever-changing conditions and no ones knows better than we in the state of Washington, how vastly important Alaska is to us locally and nationally.

I hope that the opportunity will be afforded me to attend one of your future meetings. I shall make every effort to do so, if invited.

Sincerely yours,

DB:aw
a

COPY

FROM THE OFFICE OF
DAVE BECK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS
P-2050

Alaska Chamber of Commerce

Serving All of Alaska

PRESIDENT
F. O. EASTAUGH
BOX 1211, JUNEAU, ALASKA

SECRETARY-TREASURER
J. A. McLEAN
BOX 1193, JUNEAU, ALASKA

FIRST VICE PRESIDENT
GEORGE JACKSON
BOX 392, ANCHORAGE, ALASKA

SECOND VICE PRESIDENT
JERRY NERLAND
BOX 810, FAIRBANKS, ALASKA

January 10, 1956.

Mr. Dave Beck, President
International Teamsters Union,
Teamsters Building,
Washington, D. C.

Dear Mr. Beck:

The Alaska Chamber of Commerce is to hold its spring convention in Ketchikan on April 19, 20, and 21. It is my privilege and pleasure to invite you to address that meeting on a subject of your choice.

I am writing to you for a number of reasons; partly because I attended Broadway High School and the University of Washington, partly because I believe that government, labor and industry make a proper team for area development, and partly because I know that your participation in the convention would make a very important contribution to the development of Alaska.

One of the things I have been working on for many years is a more direct route by highway between Seattle and Alaska, which would involve the construction of a highway between Hazelton and Atlin in B. C. with connections to Southeast Alaska points. The Canadians are building portions of this road now and I think the desired finished project is in the forseeable future. I would think that the members of your Union would have a very influential and proper interest in the construction of this route and the traffic and industry that it would generate.

I know you are interested in Alaska and it is my hope that you will be able to visit us at a time that would allow you to make this talk at Ketchikan. It promises to be a very interesting meeting. You might be interested in the report of our Fairbanks Convention, which was held this past November, and I enclose a copy for your review.

With sincere hopes that I might hear from you soon and that we may all have the pleasure of your attendance and participation in Ketchikan in April, I am,

Very sincerely yours,

F. O. Eastaugh,
President.

FOE:mc

Enclosure

Alaska Chamber of Commerce

Serving All of Alaska



PROCEEDINGS

OF THE

ALASKA CHAMBER OF COMMERCE CONVENTION

held at

FAIRBANKS, ALASKA
November 3 - 5, 1955

by
Mildred Ostrom Mantle
Convention Secretary

OFFICERS

FRED EASTAUGH, Juneau, President
GEORGE JACKSON, Anchorage, 1st Vice President
JERRY NERLAND, Fairbanks, 2nd Vice President
JOSEPH McLEAN, Juneau, Secretary-Treasurer

BOB GROSECLOSE, Convention Chairman

ADDRESSES GIVEN
before the
ALASKA CHAMBER OF COMMERCE CONVENTION SESSIONS
Fairbanks, Alaska
November 3 - 5, 1955

Because of the necessity of summarizing the principal speeches for this record, we apologize to the speakers for our inability to convey in these summaries the full import of their addresses. The record of the talks in summary form is presented so those members of the Alaska Chamber of Commerce not fortunate enough to be in attendance may also be informed on the subjects covered.

OPENING ADDRESS

by
The Honorable B. Frank Heintzleman - Governor of Alaska

The Bureau of Census anticipates a growth in population of the United States to 200,000,000 people by 1970, and Alaska can share in this growth if it tackles the problems which tend to hold back the introduction of private capital in Alaska. We have made progress, but Canadian development along these lines, especially on the Pacific slopes to which Alaska is similar, would indicate that we are failing to do something which should be done in bringing about this development. We need to concentrate on our most pressing problems rather than scatter our shots. Some of the most important of these problems are:

Roads - We need main highways, secondary roads, and access roads, as well as roads leading into the scenic and wildlife areas of Alaska. Some of the specific roads are: Road to Nenana, road to Nome, Copper River Highway, and construction of the "A" Route from Whitehorse to Hazelton, B. C. with connections to the cities of Southeastern Alaska, as well as blacktopping of the Canadian portion of the Alaska Highway and the Haines Highway.

Federal Aid for Roads - We must work toward Alaska's inclusion under the Federal Aid Act so that we become eligible to receive funds on a matching basis for road construction. However, because of the great need and sparse population, Alaska will require federal aid for maintenance as well.

Water Transportation - Little prospect is seen for the resumption of passenger service to Alaska, unless the military will utilize private carriers for transportation of dependents or unless Congress subsidizes domestic lines as they do foreign carriers.

Freight - We are pretty well assured that sea trains will connect with the Railbelt, but we must work toward extension of this service to other sections of Alaska. Southeastern Alaska

presents a different picture, and we are trying to get ferry service for this area. The pulp mills will require cheaper transportation of their products to the United States if they are to meet stateside competition.

Land Withdrawals - Much has been done toward securing restoration of lands previously withdrawn, but we need to have even more of the land released, especially in the case of oil lands which could be developed by private enterprise.

Tide Lands - The Alaska Chamber of Commerce should give thought to having the tidelands transferred to the Territory before it becomes a state, since this would encourage commercial development of these lands, give persons now living on them an opportunity to acquire title to such lands, and would bring in considerable revenue for Alaska.

Limitation of Indebtedness of Cities by the Organic Act - To make development possible, especially where it is now known that private capital is interested in establishment of business enterprise, provisions should be made for cities to increase bonded indebtedness beyond the limits now set by the Organic Act, so that they can provide facilities which will be needed as these business enterprises develop. Limitation of indebtedness should be a territorial rather than federal matter.

••••

TAPPING ALASKA'S NEW TOURIST RESOURCE

by

Jack R. West, President - West-Marquis Company

Chambers of Commerce are especially interested in bringing new businesses into their areas and would especially welcome any new business which would bring in $15,000,000 a year into the Territory, would employ 1,100 people, and pay taxes within Alaska. Such a group of employees would help every service business in the Territory, but it would take about $50,000,000 in invested capital and would deplete our natural resources. Tourism differs from manufacturing in that it does not deplete our resources nor does it need a $50,000,000 investment in plant and inventory. Actually it takes away from the Territory only pleasant memories and each part of the vast area of Alaska benefits from the tourist trade.

It is a fallacy that only carriers, restaurants, and gift shops profit from tourists. The tourist dollar goes into the hands of service people throughout the Territory, and only a relatively small amount stays with the airlines, hotels, etc. On the average, $5.00 out of every $100.00 stays in the original plant where it is taken in.

Vacationers last year spent $10,000,000,000. Approximately 40,000,000 people went on vacations, and $13,000,000 was spent by communities to attract these travelers. Ordinarily it takes $2.35 in advertising for every $100.00 in sales, but in the tourist industry it takes only $1.30. Usually it takes $13,700 in sales to employ one person, but it takes $7,000 in sales in the tourist industry. Sixty-five per cent of the workers in the United States have paid vacations, and the money which people can use in discretionary spending has increased five times since 1941. This will give us some idea of the great potential in the tourist trade.

Alaska is fifth on the list of places where people from the West Coast spend their vacations, but Alaska could attract many of these people, as well as tourists from other sections of the United States, through advertising. The Alaska Visitors Association is doing a fine piece of work in promoting Alaska as a place to spend a vacation.

We have entered a new era in the source of revenue for Alaska--tourism, and this can become one of the best sources of money for the Territory.

AIR DEFENSE AND AIR TRAVEL
by
Brigadier General T. Alan Bennett - United States Air Force

The purpose of the United States Air Force in Alaska is defense, of which there are four phases:

Detection - Radar on the perimeter of Alaska and the United States is used in this phase of defense. The detection of any flying objects is further implemented by the Ground Observer Corps.

Identification - The Air Force and the Civil Aeronautics Administration cooperate in the identification phase of defense. The CAA assists in the correlation of information on air travel from one point to another. Should identification be unsuccessful, then it becomes necessary to employ the third step of interception.

Interception - An unidentified aircraft is intercepted to see whether or not it is destined with destructive powers for any section of the United States. An aircraft is launched which has a pilot and a radar observer. Such aircraft is radar-controlled, and ground personnel direct the aircraft into an area where the radar in the aircraft can take over. Then if the strange aircraft cannot be identified, the phase of de-

struction is used.

Destruction - Our planes are ready to shoot, and if the strange aircraft is hostile, we will shoot. If we miss in this area, we have anti-aircraft on station 24 hours a day seven days a week.

These four phases of defense take people, resources and the tax dollar, but a by-product of greater volume of safer air travel can result from the expenditure of these tax dollars helping to amortize the cost of defense. When world tension recedes the multitude of radars all over North America will not be a liability. Through the use of these radars, we will progress into an age of maximum safety in air travel.

When the Dewline becomes operational, we have only to look at a globe to understand the strategic position of Fairbanks. It could easily become the gateway to the East where East meets West. Already several airlines have filed with the CAA for polar route flight authority.

Alaska is the only piece of American-owned real estate located 39 miles from Russia, and today we are locking horns with the greatest enemy we have ever faced. We can help to give the government a position of strength at the conference table. We can form an aerial defense showcase, radarwise. If we can show Russia that we can operate effectively under severe weather conditions, this may affect a decision to wage World War III. Since we can have a defense showcase in Alaska, it can be a showcase for democracy.

ALASKA: ECONOMIC OPPORTUNITY AND FRONTIER OF WESTERN CIVILIZATION

by

Hon. E. Smythe Gambrell, President - American Bar Ass'n

William Henry Seward's farsighted purchase of Alaska resulted in its being a military bulwark of Western Civilization rather than in the hands of Godless Communism. It is an area in which importance of the individual and his personal accountability before God is still stressed.

Today there are many physical, spiritual, and intellectual frontiers which challenge us. To the extent that we permit ourselves to be dependent upon government so that we no longer think and achieve on our own, to that extent we defeat the meaning of democracy. We enjoy the comforts of a full life because Americans have freed themselves from physical restraint, ignorance, superstition, and the illusion that rulers have infinite wisdom. This emancipation has released in

society a driving force, an individual initiative and an aggregate accomplishment hitherto unknown. Today our country is the chief obstacle to the complete extinguishment of freedom. For three hundred years our people have cherished the spiritual concept that the right of man to freedom is personal to him and his Creator, and not from the state, and this has guided us to a life of human dignity and material abundance. We are the stewards of freedom and the guarding of it calls for daily vigilance.

Liberal education is the keystone of freedom, and the struggle going on today, while partially material, is largely for the minds and spirit of men. But there is nothing in the world crisis that would warrant the curtailment of freedom of the academic mind. Independence of education, and its freedom from bureaucratic controls, is essential to the life of a democracy.

Our growing disposition to worship science has brought our supposedly progressive civilization many intellectual confusions and human disorders. But the enemy of man is not science, but his moral inadequacy. Knowledge is the test of human character, and whether we will use it to build a happier world or to accomplish our own destruction is the terrifying question. While in terms of industrial capacity and military might, America is prepared for any eventuality, in the field of the mind and soul we are not so sure of ourselves.

In this period of deep concern, America stands as a beacon for all the world. We must maintain in our country the world's best example of a successful democracy. But freedom is not secure unless it is universal. The greatest war is the war of ideas, a spiritual war of moral and religious values. The Communist leaders fear most the freedom of democracy and the integrity of a God-fearing people. Our best weapon against Communism is to plant the story of freedom and its blessings in the hearts and minds of people everywhere.

Civil leaders of Alaska have come to this meeting to think and talk soberly of their responsibilities for keeping business and government abreast of current needs. It indicates that Alaska is aware of its opportunities and responsibilities and intends to make the best of them.

Your Constitutional Convention calls for the clearest and soberest thinking and deliberations of which you are capable. Underlying everything should be a full recognition of the dignity of man and his responsibility before God. Your goal should be a self-sustaining economic independence, which can be accomplished by industrial growth and a solid economic tax base. In your constitution you should take a strong stand for impartial justice and equal opportunity for all citizens, regardless of economic condition, race or creed.

ADDRESS
by
Hon. W. Kerr Scott - U. S. Senator from North Carolina

I would like to talk to you about what brings me to Alaska and some common problems of Alaska and the States. During the last session of Congress I introduced legislation that would establish a tin purchase program by the United States government, designed to encourage the production of tin, primarily in Alaska. I am here to hold hearings on the proposed legislation in an attempt to get better acquainted with the needs and desires of your mineral industries. Under our present situation, we are dependent on Malaya, Africa, and Boliva for defense and domestic tin needs. It is extremely important to the United States that the full mineral potential of Alaska be developed and geared for full production.

The immediate job of Congress is to see that strong incentives are given for more mineral prospecting in Alaska. Canada has become one of the greatest mining countries in the world, and this position has been gained by offering liberal incentives for discovering and developing mineral deposits. I feel that Congress will come forward with a realistic, forward-looking program next year, and this will pave the way for tremendous growth in all types of Alaskan mineral industries.

There have been many handicaps in the development of Alaska's mineral industries. For many years it was a question of transportation, but now this is easily overcome by air travel. Today seeking out new mineral deposits is a precise science that can function in an orderly fashion. But regardless of how efficient the industry itself is or becomes in the future, development of all of Alaska's vast mineral resources will never be what it can be and should be until it ceases to be a step-child of the United States. Growth of your mineral, lumber, agricultural, and manufacturing industries will depend largely on how free you are to develop them yourselves.

For many years there has been a strong movement for Alaska to become a full-fledged member of the United States, and your present constitutional convention is concrete evidence that the people of Alaska are sincere about statehood. For almost 10 years the Alaskan statehood issue has caused bitter controversy in Congress, but I definitely think that the pertinent questions could have been settled long ago if politics had been left out of the picture. Lengthy hearings have been held on the question of statehood for Hawaii and Alaska, and they are a study in not only the issues involved, but they are also a study in confusion and side-stepping of essential issues. The Department of Interior, for example, strongly favors statehood for Hawaii, but opposes statehood for Alaska. The opposition to Alaska, as presented by Secretary of the Interior McKay, is based on the fact that the

Department of Defense is opposed to statehood. In fact, Secretary McKay said he strongly favors statehood for Alaska in principle, but is opposed to it for the time being because he is afraid that difficulties would arise over military installations. The Defense Department simply says statehood for Alaska is not in the interest of national defense. This is an empty position which has never been clarified to any reasonable degree. Whatever the demands are by the Defense Department in relation to making areas available for national defense purposes, I am confident that they can be satisfied, and I know that the people of Alaska in no way desire to stand in the way of National Defense. Both the Republican and Democratic parties have pledged support for statehood for both Alaska and Hawaii.

I myself think that statehood for both territories has been denied too long. Today Alaska and Hawaii are treated as colonies, which in the strictest sense of the word, are forced to carry on in a fashion not in keeping with the true democratic government. Each year you pay many millions of dollars in federal taxes, yet you have no voting representation in Congress, and your domestic affairs are under control of agencies many thousands of miles away. You have waited a long time, but I think you are very close to realizing your hopes and dreams about statehood.

INDICATED POTENTIAL OF MAIN STEM
MULTI-PURPOSE DAMS ON THE YUKON
by
Warren George - Chief of Engineering Div., Alaska Corps of Engrs.

The Corps of Engineers have been active in Alaska since 1869. Under authority of the Flood Control Act, the Alaska District has proceeded with preliminary examinations and surveys of the rivers and harbors of Alaska, and these have been completed in the following areas: 1. Southeastern Alaska 2. Cook Inlet 3. Copper River and Gulf Coast 4. Tanana River Basin 5. Southwestern Alaska. Work is virtually complete on a study of Northwestern Alaska, and work is progressing on the Yukon and Kuskokwim River Basins. These studies have confirmed the fact of the favorable economic position of the Territory with relation to water transportation and the vast attractive undeveloped low-cost hydroelectric potential.

Preliminary work has been completed on 155 power sites, which can be expected to develop at least 4,600,000 KW of reasonably attractive industrial power. Some of the more important include: Wood Canyon and Peninsula Sites on the Copper River; Portage, Watana and Denali on the Susitna River; Cathedral Rapids on the Tanana River; Grecian River; Kukaklek Lake;

Tazmina on the west coast shore of Cook Inlet; the lake system north of Dillingham; and Bradley Lake near Homer. The work now under way on the Yukon and Kuskokwim watersheds indicates a strong possibility of developing an additional 8,300,000 KW or more of industrial power on Alaska's greatest rivers. Any hydro development of these rivers would of necessity be multi-purpose type, due to navigational requirements.

An important factor covering the studies of the Yukon River concerns the international aspects of the river basin, since the headwaters lie in Canadian Territory. The utilization of these headwaters by Canadian interests, if not carefully controlled, could in certain instances adversely affect hydro and river transportation development within Alaska. This is of particular importance to the Territory of Alaska. The real interests of both Alaska and Canada lie parallel in seeing to it that the tremendous natural resource of the Yukon River, both in terms of navigation and power, be developed for total best use.

Statistical data covering the main stem development of the Yukon River: Basic data for evaluation of stream flow does not exist. Gages have been established at 25 sites, but much additional dat -gathering is required.

The present indicated multi-purpose development of the main stream of the Yukon River would mean damsites at Kaltag at River Mile 439 (1,700,000 KW of firm power); Rampart Canyon at River Mile 754 (2,300,000 KW of prime power); Circle at River Mile 1110 (440,000 KW of prime power); Woodchopper at River Mile 1151 (790,000 KW of prime power). and Boundary at River Mile 1267 (650,000 KW of prime power).

The Rampart site would be the first project on the main stem development. A lake in excess of 15,000 square miles would be created, which would take approximately 8 to 10 years to fill, and once the lake level is established, the level on drawdown is not expected to vary to any great extent. The creation of such a lake would have a moderating influence on the climate. Commercial stands of timber could be harvested during this filling period.

Rampart is 120 miles from Fairbanks and 370 miles from Anchorage, and transmission over distances of this length has been successfully accomplished. It is believed that the mill cost for power generated at Rampart will be ver attractive and should attract larger power users to the area.

TRAINSHIPS
by
R. C. Rose - Executive Assistant, Alaska Steamship Company

For several years the Alaska Steamship Company has been keenly interested in a roll-on roll-off operation in the Alaska trade. In 1954 a comprehensive study was embarked upon, since at that time several federal agencies, including the Alaska Railroad, Department of Interior, Defense Department, and Maritime Administration, were actively interested in promoting such a trainship service for Alaska. It was determined that the Alaska Steamship Company was the only interested party willing to render service as required to all of Alaska and to conduct a trainship operation to the Railbelt. The Alaska Railroad then negotiated an operating agreement with the Alaska Steamship and a lease covering property at Whittier where the company can construct a trainship terminal.

A leading firm of naval architects was engaged by the Alaska Steamship Co. to design special purpose trainships to handle both rail cars and highway trailer vans of the roll-on roll-off variety, and design specifications which have been completed provide for two vessels each capable of steaming at 18 knots and each carrying as many as 110 rail cars and 40 trailer vans or any combinations of the two. The Alaska Steamship Co. in the name of its subsidiary Alaska Trainships Inc., then filed application with the Maritime Administration on May 31, 1955, for mortgage insurance on 87½ per cent of the estimated value of the vessels, which was approved in principle on August 24.

The Alaska Steamship Company has not sought nor gained an exclusive right of any kind in the agreement pertaining to the proposed trainship venture. The cargo guarantee applies to not less than 50 per cent of the cargo controlled by the railroad--not all cargo--but only that controlled by the railroad. Furthermore, for several years, under instruction of the Secretary of the Interior, such cargo moving to the Railbelt has been split fifty-fifty between the two steamship lines. As far as financing is concerned, the provision of mortgage insurance is on the statute books and open to any American citizen who may wish to apply.

At present there are many details to be worked out before construction of the vessels can be begun. Financing in the amount of nearly $20,000,000 must be arranged through private financing. The participation of the government is limited to providing insurance to the lenders on 87½ per cent of the estimated value of the ships. Once the money is in hand, bids must be solicited and contracts let if bids are satisfactory. It appears possible that operation could be started sometime during the year 1957.

The end result will be a fast frequent service between Puget Sound and the Railbelt, reducing steaming time from five to three days. Sailings would be provided in each direction

every four or five days, depending on seasonal requirements. Shipments would not be touched from the time of loading until final delivery, thus greatly simplifying or eliminating entirely a number of the seven elements of transportation comprising overseas trade. However, investment of this magnitude will depend upon a constant flow of cargo and a fast turnaround of ships.

We have given the Interior Department assurance that we will continue to provide service to other ports and areas as required, but in our judgment there is at present no other area with a constant flow of traffic in sufficient volume to justify the capital investment required for this type of operation. For the foreseeable future, we believe that other areas can best be served by common carrier service using conventional ships, making use of present and future developments in cargo containers and cargo-handling equipment.

REMARKS ON INTERIOR'S ROLE IN ALASKA
by
Carl L. Junge, Asst. Director for Alaskan Affairs
Office of Territories, Dept. of the Interior

Since assuming my duties as Assistant Director, I have had an opportunity to tour part of Alaska. I am convinced of the dire need for development of Alaska's natural resources and in the general economic conditions of the Territory.

Efforts of the Department of the Interior have been directed toward assisting this development. Your interests in having the land outside of Pet. 4 restored to entry resulted in the Department's submitting this proposal to appropriate Congressional committees. If it is determined that such action is compatible with the national interest, the Department will be in a position to take steps to encourage the development of these oil, gas, and mineral resources.

Both Geological Survey and Bureau of Mines of the Interior Department play an important role in the effort to accelerate exploration and development, as well as the Bureau of Land Management whose role is the administration of the public land and mineral leasing laws. Each of these agencies constantly reviews its progress in an effort to make them more effective in the furtherance of an economically sound minerals industry in Alaska and the United States.

The pulp mill at Ketchikan has done much to improve conditions of that area, and a second company is in the process of establishing a large lumber mill and eventually a pulp mill at Wrangell, while a third and fourth are possibilities for the Juneau and Sitka areas.

The Secretary recently announced that he would urge Congress to enact legislation to provide for the gradual elimination of fish traps in Alaskan waters.

In support of the Alaskan Tourist Industry, it appears that the National Park Service will again operate Mt. McKinley Park Hotel during the 1956 season.

The Alaska Road Commission will soon contract for the remaining stretch of 36 miles of the Denali Highway to be completed in 1956, linking Mt. McKinley Park with the United States highway system.

The Alaska Railroad has revised tariffs on through shipments that include reduction on some commodities, especially on increased minimum carload shipments. As a result of rehabilitation and more efficient operation, the 1954 operation resulted in a surplus of more than $2,000,000, which will be passed on to the public in the form of rate revisions.

The highway program of the Alaska Road Commission stresses the construction of highways between centers of population and the feeder roads into areas undergoing development. Congressional appropriations for highway construction in Alaska since 1949 has totaled $118,400,000.

Schools and community facilities are being provided by the Alaska Public Works program, congressional appropriations for which have totaled more than $53,000,000 from 1950 to 1956, and these funds have financed 118 projects. This program has now been extended to June 30, 1959.

The Department has also lent its support to legislation transferring the mental health program to the Territory. Under this proposal the Territory would receive full authority to conduct its mental health program and would also receive special grants over a 10-year period, plus $6,500,000 for the construction of suitable facilities.

COOPERATIVE DEVELOPMENT OF THE NORTHLAND

by

Christian J. Matthew, Manager - West Coast Office
Arthur D. Little, Inc.

What has happened in Alaska during recent years gives promise for the future. The growth of population, new industry, and defense needs, together with the geographic location of Alaska and the wealth of its resources, have highlighted the importance of the Territory.

Today industrial planning is being done with one eye on what science, engineering, and technical-economics have to offer in the way of guidance and implementation. This "new look" has had much to do with the present fruitfulness of the scientific contribution to area development. Research teams are now working closely with both government and private agencies. Their scientific and dispassionate approach helps lay the basis on facts and thus minimize the danger of wasted effort. When the problems extend across national lines, as they do in Alaska and Canada, the scientific approach becomes a necessity.

It seems to me that industrial development of both Alaska and the Canadian Northwest would be furthered most effectively by a joint Alaska-Canadian development which would treat the Northland as an economic unit. Were a research staff retained by such a commission, the steps to be taken in the solution of problems would involve:

1. Assembly of a complete picture of the region to provide industry with the facts needed in a decision to locate here. This step would make use of the organizations dealing with development already in existence here, as well as governmental agencies.

2. Catalog of raw materials, including an intensive study of mineral resources.

3. Study of power potential. The Northland is in an exceptionally fine position to attract power-based industries. An industry which would develop its own power would have double value, because it would increase the region's resources, as well as industry, and would attract related industries. If border questions are involved, as they are in the proposed Yukon development, an impartial study by some group not committed to any special interest in the region might be a way of developing plans which would be acceptable to both Alaska and Canada.

Transportation facilities are another factor of interests to industry, and technical-economic studies might be the best means to cut through the present obstacles to adequate transportation development. Question to be determined would be what form would most economically serve the needs of the area. Both land and water transportation will be needed, but all forms of transportation would gain from an expansion of the area's economy.

Preliminary studies would go into such matters as housing, schools, labor supply, and skills, wages, cost of living,

agriculture, tourists, local markets, as well as the importance of tax or other financial incentives for attracting industry.

Here in Alaska the work which has already been done by the Alaska Resource Development Board on a small budget is indicative of what awaits accomplishment if Congress would comprehend the value of giving substantial support to the industrial development of the Northland.

PANEL DISCUSSIONS

OIL, GAS, AND URANIUM EXPLORATION AND DEVELOPMENT IN ALASKA

Phil R. Holdsworth, Commissioner of Mines - Moderator

EXPLORATORY PHASE OF OIL DEVELOPMENT - Charles E. Kirschner, Standard Oil Company of California

The provinces of the Territory in which a search for oil has been or is now being conducted are: (1) the Arctic region of the Northern Alaska province, (2) the Central Alaska province in general, and (3) the three regions of the Southern Alaska province--the Cook Inlet region, the Alaska Peninsula region, and the Katalla-Yakataga region.

In concluding my talk, I would like to summarize briefly the following:

1. Geological investigations pertaining to the oil prospects of Alaska, both directly and indirectly, by government geologists and directly by geologists working individually or for oil companies, have been in progress nearly continuously since about 1900 or for over 50 years.

2. Likewise drilling ventures, in attempts to obtain commercial oil production, have been undertaken intermittently since 1902. Beginning with the drilling at Katalla, Oil Bay, and Paule Bay in 1902 to 1905, continuing on the Alaska Peninsula and at Yakataga between 1923 and 1926; in the Matanuska Valley in 1930; again on the Alaska Peninsula and in the Cook Inlet Region from 1936 to 1940; in northern Alaska on the Navy Oil project from 1944 to 1953; and finally the current cycle of exploration in most of the regions already discussed. To date this is a total of approximately 100 wildcat and development wells.

3. The total cost of all this exploration--over $50,000,000 expended by the Navy in northern Alaska plus a rough estimate of say $10,000,000 for all other explorations and drillings--would be $60,000,000.

4. As yet commercial oil production has not been found except for the very small amount of production at Katalla.

It should, therefore, be quite apparent to us all that in the face of these high costs of exploration and the large risks attendant exploration in unproven territories, if the oil production we all so hopefully desire is to be realized, a cooperative attitude and a cooperative effort is essential.

Cooperation between individuals, corporations, and Federal agencies will help to cut the costs of exploration and consequently in effect the risks of exploration and the Territory of Alaska will benefit thereby.

UNITIZATION AND CONSERVATION PHASE OF OIL DEVELOPMENT

--G. Ray Arnett, Geologist
Richfield Oil Corporation

Unitization is the operation of a reservoir as a single unit. An oil and gas reservoir is a layer of rock which appears to be solid, but is actually composed of individual grains arranged somewhat like oranges in a crate. Thus there are interconnecting pore spaces in the rock through which fluids can move. The porous rock is surrounded by solid, impermeable layers, so that oil, gas, and salt water are trapped in the reservoir. Natural heat and pressures compress the gas, and to some extent the water, so that the reservoir becomes an explosive bundle of forces straining to expand. The three fluids because they are of different weights, are stored in separate layers, with the heavier water at the bottom and the gas on top. Compressed gas is also in solution in the oil. When a well punctures the reservoir, the expanding forces drive toward the point of lower pressure at the well bottom. Oil, which has no energy of its own, must be pushed to the well bottom by either the gas or the water. If gas or water is allowed to reach the well bottom without pushing oil ahead of it, energy is wasted. Thus the reservoir provides its own pressure system, and that system must be treated as a complete unit if man is to receive the greatest amount of oil economically possible.

Underground oil reservoirs can be repressured by secondary methods of gas and salt-water injections. After adding energy back into the reservoir, it is possible to recover vast amounts of oil that would be forever unrecoverable under even the most efficient type of primary production. Repressuring is possible only when all of the land owners and operating oil companies of an oil field join together and cooperatively produce the oil and gas reservoir as a unit. In no other way will we be able to obtain the greatest possible economic recovery from our oil and gas reserves. Only unitization can make possible the wisest use and management of our underground oil and gas reserves.

LAND PROBLEMS IN ALASKA - C. W. Barnes, Land Man
Shell Oil Company

Land is always linked with problems, some of which are:

(1) Land availability - despite the vast amount of acreage in Alaska, federal policy has been a great curb to development. Limitations placed upon acreage have blocked oil development.

(2) Land withdrawals - when a piece of land is withdrawn for one purpose, it means that it cannot be developed for other purposes.

(3) Lack of land surveys and coast and geodetic surveys.

(4) Lands held in trust, which includes tidelands and submerged lands under navigable lakes and streams.

The founders of the new Alaska constitution should beware of substituting constitutional controls for present federal controls. Acreage limitations and availability of lands might better be left to the future legislators.

PRODUCING ASPECTS OF THE PETROLEUM INDUSTRY IN THE KATALLA-YAKATAGA AREA - S. P. O'Rourke, Division Geologist, Phillips Petroleum Co.

In entering into the search for oil in the Territory, Phillips Petroleum in 1953 entered into an operation agreement with the holders of leases of approximately one-million acres in the Katalla-Yakataga area, which land is about 100 miles in width and 5 to 15 miles in depth. Before leases were issued, it was necessary for Phillips to enact a development agreement with the Department of the Interior to permit the holding of such a large tract of land, since at that time the acreage limitation was 15,360 acres. Since that time it has been liberalized to 100,000 acres under lease and 200,000 acres under option.

Under the contract, Phillips must spend a minimum of $1,200,000 before June 30, 1956, and must commence drilling of an exploratory well in each of the two portions into which the area is divided before the same date. This cost cannot include the drilling of development wells. Additional regulations bring to a total of 12 the number of exploratory wells to be drilled in the next 10 years.

Problems which have increased the difficulty of this project include: (1) no political subdivisions of the land involved, (2) determination of lands which will be excluded because they lie below high tide or under navigable waters,

(3) character of the terrain, (4) construction of roads and campsites, (5) rain and snow, (6) flow of fresh water from first well drilled, (7) crooked hole problem, (8) collapse of walls, (9) development of dock facilities.

If oil is found in sufficient quantity to warrant it, refining facilities could be constructed in Alaska. Such discovery would necessitate a regulatory body for the oil industry with firm, fair, and understandable rules, but the industry should not be overregulated to the extent that it will destroy initiative.

URANIUM EXPLORATION IN ALASKA - Ted Schassberger, Geologist
Climax Molybdenum Company

Uranium activity in Alaska has accelerated greatly during the past summer, but lack of producing deposits, lack of roads, and the nature of the terrain have impeded the search. Small deposits are apt to be worthless in Alaska because there is no uranium mill.

A prospector for uranium should be familiar with the workings of his instruments and know how to interpret the readings. If a deposit is found, an attempt should be made to get the length of width of it and good samples so that chemical assays can be run.

The Climax Company is now drilling on the east side of Prince of Wales Island in Southeastern Alaska, which drilling was begun in August of 1955. It is too early to tell the possibilities of this deposit.

INTERESTS OF THE ALASKAN CHAMBERS OF COMMERCE
IN
CONSTITUTIONAL PROVISIONS

Charles J. Clasby, Attorney, Fairbanks - Moderator

Panelists:
Dr. Donald Moberg, Professor of Political Science, University of Alaska
Thomas B. Stewart, Executive Officer, Alaska Statehood Committee, Juneau
John D. Corcoran, Field Supervisor, Public Administration Service, Chicago
Al Anderson, Director, Alaska Resource Development Board, Juneau
Karl F. Dewey, Commissioner, Department of Taxation, Juneau

The following thoughts and ideas were brought out through discussion of desirable provisions or omissions in the new constitution:

1. One of the unique factors of Alaska is the sheer bulk. Our delegates should look into the vastness of the land and the interests of the people in the use of this land and not permit it to be used for the benefit of a limited group but for all the people. In the matter of mineral rights, we should work toward maximum development while at the same time protecting against unwholesome control by special interests.

2. One hundred million acres of land will be made available to the new state, and this land can be selected over a period of years. The limitations on our natural resources will somewhat depend upon the Enabling Act, but since some lands will be federally controlled and the remainder state controlled, the laws governing the two types of land should be somewhat compatible so as to afford the least amount of confusion and difficulty.

3. In drafting the constitution, the delegates should be extremely careful that in their zeal to protect natural resources, they do not set up more barriers to development than exist at the present time. We do not want to set up constitutional barriers for the now-existing federal barriers.

4. Under the method of leasing of land, the individual can be assured of as much protection as could be obtained under ownership. However safeguards should be established under this syatem to protect individuals or small companies of modest means so that the lease period will be of sufficient length to allow them to raise additional capital and still retain the land until development can be completed.

5. The constition should not legislate but only set policy on a broad basis. The provisions should be for the protection of the best interests of the people as a whole. The constitution should consist of basic principles with the details to be worked out through legislation.

6. If special lands are set aside for specific purposes, there ahould be no mention of specific institutions. Rather the moneya derived from these special lands should go into the general fund and then be distributed as needed. The creation of "dead lands" ahould be avoided.

7. The constitution should provide for changing times and should be elastic enough to be adaptable to new situations which will arise. The rights and initiative should not be taken from the people.

8. People will want to protect the resources of the new state and to keep some of our resources in trust for succeeding generations, but care should be taken that such checks and balances as are established will not impede progress.

RESOLUTIONS
adopted at
ALASKA CHAMBER OF COMMERCE CONVENTION
Fairbanks, Alaska
November 3 - 5, 1955

RESOLUTION NO. I

BE IT RESOLVED that the Alaska Chamber of Commerce do everything in its power to have the regulations and authority of the Interstate Commerce Commission extended to Alaska immediately.

RESOLUTION NO. II

BE IT RESOLVED that the Alaska Chamber of Commerce request the Department of the Interior to insure that the Mt. McKinley National Park facilities be operating and available to the general public during this coming summer season of 1956.

RESOLUTION NO. III

BE IT RESOLVED that the Alaska Chamber of Commerce request that the Government of the United States extend its study and efforts to secure the necessary information and hydrologic data that are needed so that the best interests of Alaska can be served.

RESOLUTION NO. IV

BE IT RESOLVED that the Alaska Chamber of Commerce continue to support the complaint of the General Services Administration in seeking equalized freight rates for Alaska.

RESOLUTION NO. V

BE IT RESOLVED that the Alaska Chamber of Commerce continue to favor the inclusion of Alaska in the Federal Aid to Highways Act, under a formula providing funds to the Alaska Road Commission in sufficient amounts to enable them to carry on maintenance of federally-constructed roads.

RESOLUTION NO. VI

BE IT RESOLVED that the Alaska Chamber of Commerce recommend that the policy be adopted to require the United States

Public Health Service to get a certificate from hospitals in Alaska with acceptable beds for hospitalizing tuberculosis patients, stating that they have no empty beds available, before patients are sent to sanitoriums outside; and it is urged that necessary action follow to make this recommendation effective immediately.

RESOLUTION NO. VII

BE IT RESOLVED that the Alaska Chamber of Commerce urge its membership to cooperate with the Alaska Visitors Association in its program of tourist development.

RESOLUTION NO. VIII

BE IT RESOLVED that the Alaska Chamber of Commerce invite representatives of the various Western Canadian Boards of Trade to the next meeting of the Alaska Chamber of Commerce to discuss matters of mutual economic development and problems that affect both areas.

RESOLUTION NO. IX

BE IT RESOLVED that the Alaska Chamber of Commerce urge our Delegate to Congress, E. L. Bartlett, the Interior Department, and appropriate Committees of the House and Senate of the United States to draft and support such legislation as would allow for oil and gas exploration on the tidelands and other submerged lands of Alaska.

RESOLUTION NO. X

BE IT RESOLVED that the Alaska Chamber of Commerce urge the Civil Aeronautics Board and the Senate Interstate and Foreign Commerce Committee to initiate and support legislation to give all the present States-Alaska air carriers permanent certificates over their present States-Alaska routes.

RESOLUTION NO. XI

BE IT RESOLVED that the Alaska Chamber of Commerce urge the Governor of Alaska, the Alaska Resource Development Board, and the Alaska Railroad to cooperate in formulating a plan and employ competent professional technical industrial consultants to investigate and formulate plans for developing the industrial and economic potential in Western Alaska and the Railbelt Area.

RESOLUTION NO. XII

BE IT RESOLVED that the Alaska Chamber of Commerce urge the Secretary of the Interior to make the land embraced in P.L.O. 82, including the Gubik and Umiat oil and gas fields, available for public entry under procedures as promulgated by the Land Office, Department of the Interior, so that private capital may have a chance to investigate and develop these fields.

RESOLUTION NO. XIII

BE IT RESOLVED that the Alaska Chamber of Commerce continue to support the enactment of H. R. 6376 providing much-needed reform in mental health laws.

RESOLUTION NO. XIV

BE IT RESOLVED that the Alaska Chamber of Commerce continue to urge the immediate construction of the following road projects:

(a) Year-around maintenance of the Haines Highway and year-round ferry service to be extended to Ketchikan.

(b) Skagway-Carcross Road to connect Skagway with the Alaska Highway and the Yukon Territory.

(c) Completion of the Copper River Highway, connecting Cordova and the Richardson Highway, within a three-year period ending 1958, by means of a deficiency bill to be introduced in the United States Congress.

(d) Fairbanks-Teller-Nome highway

(e) The "A Route" from Hazelton, B. C. to Atlin, B. C. and connections to Southeastern Alaska cities.

(f) Anchorage-McGrath Highway

RESOLUTION NO. XV

BE IT RESOLVED that the Alaska Chamber of Commerce unanimously express appreciation to the Fairbanks Chamber of Commerce and the community of Fairbanks as a whole for their warm hospitality; to the Elks Club for their generosity and cooperation in allowing the use of their facilities; to the guest speakers Honorable B. Frank Heintzleman, Jack R. West, Brigadier General T. Alan Bennett, Honorable E. Smythe Gambrell, Carl L. Junge,

Warren George. R. C. Rose, Christian J. Matthew, and Honorable W. Kerr Scott, as well as the members of the panels, Phil R. Holdaworth, George O. Gatos, S. P. O'Rourke, G. Ray Arnett, C. W. Barnes, Charles E. Kirschner, Ted Schassberger, Charles J. Clasby, Dr. Donald Moberg, Thomas B. Stewart, John D. Corcoran, Al Anderson and Karl F. Dewey for their contribution to the success of the convention; to the newspapers, radio stations, and television stations for their excellent coverage of the convention; and to all others who have assisted in making this convention an outstanding one.

REGISTRATION
ALASKA CHAMBER OF COMMERCE CONVENTION
Fairbanks, Alaska
November 3 - 5, 1955

1. Anderson, Al, Director, Alaska Resource Development Board
 Box 50, Juneau, Alaska
2. Arnett, G. Ray, Geologist, Richfield Oil Corporation,
 Box 147, Bakersfield, California
3. **Atkinson, Lt. Gen. J. H., USAF, Commander-inChief,
 Alaskan Command, Elmendorf Air Force Base,
 Alaska
4. Bailey, Ralph, Alaska National Bank of Fairbanks,
 Fairbanks, Alaska
5. Barnes, Charles, Lands Manager, Shell Oil Co.,
 1055 Dexter-Horton Bldg., Seattle
6. Beck, F. D., President, Fairbanks Chamber of Commerce,
 Box 650, Fairbanks, Alaska
7. **Bennett, Brig. Gen. T. Alan, USAF, Ladd Air Force Base,
 Alaska
8. Bentz, Claude M., 1518 H Street, Anchorage, Alaska
9. Bloch, Ivan, Box 3008, Eastchester Branch, Anchorage, Aaa
10. Brown, Clinton, 1511 Mary Ann, Fairbanks, Alaska
11. *Bullock, Edith, Arctic Circle Chamber of Commerce,
 Kotzebue, Alaska
12. Cacy, Bob, Circle Hot Springs, Alaska
13. **Clasby, Charles J., Attorney-at-Law, Fairbanks, Alaska
14. **Corcoran, John D., Field Supervisor, Public Administration Service, 1313 East 60th St., Chicago, Ill.
15. Crawford, Jim, Fairbanks Exploration Company, Fairbanks, Aaa
16. Croul, John E., Manager, Anchorage Chamber of Commerce,
 Anchorage, Alaska
17. Dean, George M., President, Seattle Chamber of Commerce,
 215 Columbia, Seattle, Wash.
18. DeBoer, Peter, Standard Oil Company, Box 1899, Seattle 11,
 Washington
19. Dewey, Karl, Tax Commissioner, Department of Taxation,
 Juneau, Alaska
20. Dibble, Darwin, Alaska Steamship Company, Valdez, Alaska
21. *Eastaugh, Fred, President, Alaska Chamber of Commerce,
 Box 1211, Juneau, Alaska
22. Evey, Clare, 1720 11th Avenue, Apartment B., Anchorage, Aaa.
23. **Gambrell, Hon. E. Smythe, President, American Bar Association, Citizens and Southern Bank Building,
 Atlanta 3, Georgia
24. Ganson, Art, Bank of California, Seattle, Washington
25. Gates, George O., Chief, Alaskan Geology Branch, U. S. Geological Survey, 1380 Noe Street,
 San Francisco, California
26. George, Warren, Chief, Engineering Division, Corps of Engineers, Anchorage, Alaska

27. Gillanders, K. D., Box 1210, Fairbanks, Alaska
28. Groseclose, Bob, Box 1367, Fairbanks, Alaska
29. Hayes, A. B. (Cot), Northwest Airlines, Anchorage, Alaska
30. Heintzleman, Hon. B. Frank, Governor of Alaska, Juneau, Aaa.
31. Hermann, Russell, Box 159, Nome, Alaska
32. Hickman, John, Western Hotels, Inc., Olympic Hotel, Seattle
33. Hoitt, Robert, Box 1468, Fairbanks, Alaska
34. Holdsworth, Phil R., Commissioner of Mines, Box 1391, Juneau
35. *Hurley, Jim, Matanuska Valley Chamber of Commerce, Palmer, Alaska
36. Jeffrey, John W., Box 232, Seward, Alaska
37. Johnson, Maurice, 201 Lathrop Building, Fairbanks, Alaska
38. Johnston, Rodney, National Bank of Alaska, Anchorage, Aaa
39. Junge, Carl L., Office of Territories, Department of Interior, Washington 25, D. C.
40. Kelly, G. W., Sears Roebuck & Co., 2465 Utah Avenue, Seattle
41. *King, Leonard, President, Haines Business Council, Haines, Alaska
42. Kirschner, Charles E., Area Geologist, Standard Oil Company, 557 Roy Street, Seattle, Washington
43. *Lauesen, E. W. (Bud), President, North Pole Chamber of Commerce, North Pole, Alaska
44. LeFevre, John, Cordova, Alaska
45. *Lomen, Ralph, Lomen Commercial Company, Nome, Alaska
46. Linck, Lee, Box 509, Fairbanks, Alaska
47. *McLean, Joseph, Sec-Treas., Alaska Chamber of Commerce, Box 1193, Juneau, Alaska
48. McNees, John, Box 239, Nome, Alaska
49. Makie, Donald, Box 257, College, Alaska
50. *Malin, Rev. Charles, President, Seward Chamber of Commerce, Seward, Alaska
51. Maloney, T. J., Alaska Steamship Company, Westward Hotel, Anchorage, Alaska
52. Mantle, Mildred Ostrom, Convention Secretary, 1040 Karluk, Anchorage, Alaska
53. Martin, Lloyd, Box 568, Fairbanks, Alaska
54. Matthew, Christian, Manager, West Coast Office, Arthur D. Little, Inc., 114 Sansome Street, San Francisco, California
55. **Moberg, Dr. Donald, Professor of Political Science, University of Alaska, College, Alaska
56. *Nerland, Jerry, 2nd Vice President, Alaska Chamber of Commerce, Box 610, Fairbanks, Alaska
57. Noyes, Gen. John R., Alaska National Guard, 1109 Mendenhall Apartments, Juneau, Alaska
58. O'Rourke, Marty, Seattle Chamber of Commerce, 215 Columbia, Seattle, Washington
59. **O'Rourke, S. P., Division Geologist, Phillips Petroleum, Box 581, Anchorage, Alaska
60. Pheasant, Bob, Pacific Northern Airlines, Box 861, Juneau
61. Polet, Al, 1208 Denali Way, Fairbanks, Alaska
62. Prior, Dorothy, Box 1459, Anchorage, Alaska

63. Reaugh, Dan, 827 Central Building, Seattle, Washington
64. Renfro, William D., First National Bank, Box 720, Anchorage, Alaska
65. Retherford, Bob, Box 3008, Eastchester Branch, Anchorage, Alaska
66. Richens, Frances, Box 1936, Anchorage, Alaska
67. Richmond, Volney, Northern Commercial Company, 419 Colman Building, Seattle, Washington
68. Rose, R. C., Alaska Steamship Company, Pier 42, Seattle
69. *Rosswog, John, Cordova Chamber of Commerce, Cordova, Alaska
70. Schassberger, Ted, Geologist, Climax Molybdenum Company, Box 253, Ketchikan, Alaska
71. Schuyler, Hal, Box 989, Fairbanks, Alaska
72. **Scott, Hon. W. Kerr, Senator from North Carolina, Senate Office Building, Washington 25, D. C.
73. *Seeliger, G. A., Fairbanks Chamber of Commerce, Box 1364, Fairbanks, Alaska
74. Sharrock, George, Pacific Northern Airlines, Box 2003, Anchorage, Alaska
75. Showers, Lorena, Secretary, Alaska Alliance Hotel and Restaurant Employees and Bartenders, 610 6th Avenue, Anchorage, Alaska
76. Snedden, C. W., Box 710, Fairbanks, Alaska
77. Starkey, Ralph, 2320 Sixth Avenue, Seattle, Washington
78. *Stookey, William, President, Anchorage Chamber of Commerce, Box 879, Anchorage, Alaska
79. *Sweeney, Dora, Juneau Chamber of Commerce, 517 North Franklin, Juneau, Alaska
80. Taylor, Chuck, 1205 10th, Fairbanks, Alaska
81. Thornley, Capitan James F., ACS, Box 79, Fairbanks, Alaska
82. Titus, John, Alaska Steamship Company, Box 1210, Fairbanks, Alaska
83. Triber, James P., Alaska Railroad, Fairbanks, Alaska
84. Walker, Wilbur, A & W Wholesalers, 402 Cowles, Fairbanks
85. Welch, Walter, Television Station KTVF, Box 590, Fairbanks, Alaska
86. *Wells, Max, President, Valdez Chamber of Commerce, Valdez, Alaska
87. **West, Jack R., President, West-Marquis, Inc., 1220 Wilshire Boulevard, Los Angeles, California
88. Whaley, Frank, Executive Director, Alaska Visitors Association, Juneau, Alaska
89. Whaley, Jack, c/o Wien Airways, Fairbanks, Alaska
90. White, John, Chairman, Alaska Division, Seattle Chamber of Commerce, c/o Pan American World Airways, Seattle-Tacoma Airport, Seattle, Wash.
91. Wien, Noel, 902 Lathrop Street, Fairbanks, Alaska
92. *Winston, Ed, President, Ketchikan Chamber of Commerce, Ketchikan, Alaska

* Officers and directors of the Alaska Chamber of Commerce
** Special guests and speakers

Board Meeting
ALASKA CHAMBER OF COMMERCE
Fairbanks, Alaska
November 3, 1955 - 2:30 P. M.

A meeting of the Board of Directors of the Alaska Chamber of Commerce convened in the Alaska National Bank of Fairbanks office at 2:30 p. m. November 3, 1955, with the following members of the Board in attendance: Fred Eastaugh of Juneau, President; Jerry Nerland of Fairbanks, 2nd Vice President; Joseph McLean of Juneau, Secretary-Treasurer; Ed Winston representing Ketchikan; E. W. (Bud) Lauesen representing North Pole; Dora Sweeney, representing Juneau, John Rosswog representing Cordova, Edith Bullock representing Kotsebue; G. A. Seeliger representing Fairbanks; Ralph Lomen representing Nome; Leonard King representing Haines; Rev. Charles Malin and Jack Jeffrey representing Seward; and Mildred Ostrom Mantle, convention secretary.

Fred Eastaugh, president, called the meeting to order and asked for the report of the Secretary-Treasurer.

Joseph McLean, Secretary-Treasurer, reported that $3,218.00 has been received in new memberships, making a total in the bank of $4,321.12.

Mr. Eastaugh suggested that new members be considered as applicants for membership and that at the first meeting of the Board following payment of dues their names be presented to the Board for acceptance into membership, with the minutes to reflect the addition of these new members, following which they will be announcod as new members to the assembly at an appropriate time.

Mr. McLean presented the names of the following new members:

Alaska Coastal Airlines, Juneau
Alaska Personal Service Agents, Juneau
McLean & Kristan, Juneau
Baranof Hotel, Juneau
Stevens of Juneau
Governor B. Frank Heintzleman
U. S. National Bank of Portland
Alaska Dairy Products Co. of Anchorage
Alaska Concrete Products Co. of Anchorage
Fuller Paint Co. of Anchorage
Foss Launch and Tug, Seattle
Pan American World Airways, Seattle
Standard Oil Co. of California
Western Hotels, Inc. of Seattle
Carstens-Hygrade Food Products, Tacoma
Alaska Electric Light & Power Co. of Juneau

Alaska Federal Savings & Loan Ass'n, Juneau
Shattuck Agency, Juneau
Fred M. Langsam, M.D., of Nome
Alaska Merchant Line, Seattle
Engstrom Brothers, Juneau
Columbia Lumber Co. of Alaska, Juneau
Lomen Commercial Company, Nome
Gastineau Hotel, Juneau

The importance of building up the treasury to a substantial amount was discussed, since long-range plans include professional staff, representation at the Territorial Legislature, and possibly Washington, D. C. representation.

Methods of stimulating membership in the Alaska Chamber were discussed, and Mr. Lomen of Nome suggested the plan of having members of the Board or the various Chambers select the names of business firms in their areas to be invited into membership, but it was stressed that membership should be left open to all persons and firms interested in the Alaska Chamber of Commerce.

In this connection, Mr. Eastaugh pointed out that additional copies of the report of the convention could be made available to be sent to such prospective members, together with the letter inviting them into membership.

After further discussion, it was felt that in view of the change in membership of the Board of Directors that the membership committee should be reconstituted. It was moved by Edith Bullock of Kotzebue, seconded by Mr. Lauesen of North Pole and unanimously passed, that those in attendance at this meeting, namely: Fred Eastaugh of Juneau, Jerry Nerland of Fairbanks, Joe McLean of Juneau, E. W. Lauesen of North Pole, Dora Sweeney of Juneau, John Rosswog of Cordova, Edith Bullock of Kotzebue, G. A. Seeliger of Fairbanks, John Jeffrey and Rev. Malin of Seward, Leonard King of Haines, Ralph Lomen of Nome, Ed Winston of Ketchikan, and representatives of Anchorage and Valdez Chambers comprise a reconstituted committee, and that each of these members submit names of prospective Chamber members from their own city or Chamber of Commerce to whom a copy of the convention report will be sent, together with a letter of invitation into membership in the Alaska Chamber.

Mr. John Jeffrey was appointed chairman of the membership committee.

The effectiveness of the Alaska Chamber of Commerce was discussed, and Mr. Eastaugh told of his experiences with the recent congressional committees stating that both of these committees had read the resolutions adopted at the April meeting and that these resolutions are already on record. Other accomplish-

ments of the Chamber include; (1) The hearing headed by Senator Magnuson was a result of the first resolution passed by the Alaska Chamber; (2) Favorable consideration was secured for Bill 989 by the Senate, which pertains to the formation of a joint American-Canadian Commission to study transportation to Alaska; (3) The I. C. C. hearing to be held in Anchorage in the near future, in which case the Alaska Chamber has intervened, and (4) Keeping Mt. McKinley National Park open this summer.

Mr. Seeliger stressed the importance of giving publicity to the Chamber's accomplishments for the benefit of member Chambers as well as prospective members. Ways of publicizing Chamber activities were discussed.

The following changes in the printed agenda for the convention were called to the attention of the Board:

1. Friday luncheon speaker will be Senator W. Kerr Scott
2. Substitution of Carl Junge as speaker for Saturday afternoon instead of Christian Matthew
3. Christian J. Matthew to be banquet speaker

It was moved by Mr. McLean, seconded by Mr. Seeliger and unanimously passed, that the agenda as amended be adopted.

The following persons were appointed by the President to constitute a Resolutions Committee:

Maurice Johnson, Fairbanks, Chairman
John LeFevre, Cordova
Ed Winston, Ketchikan
G. A. Seeliger, Fairbanks

The deadline for submission of resolutions to the committee was set for 7:30 p. m. Friday, and the deadline for presentation to the Board set for 3:00 p. m. Saturday.

During the discussion of a site for the April convention, Mr. Winston of Ketchikan extended an invitation on behalf of his Chamber, and Rev. Malin of Seward extended an invitation on behalf of the Seward Chamber. After discussion of the desirability of alternating meetings between Western and Southeastern Alaska, Rev. Malin stated that he would withdraw in favor of Ketchikan if the Board would take cognizance of the fact that this is the second time that Seward has withdrawn in favor of another city, and that consideration will be given their invitation at the next convention.

The following Convention Committee was appointed by President Eastaugh: Edith Bullock of Kotzebue, E. W. Lauesen of North Pole, Leonard King of Haines, and Dora Sweeney of Juneau. They were asked to report at the Saturday morning meeting of the Board.

Mr. Seeliger pointed up difficulties arising from the fact that officers are so widely scattered through the Territory in considering and planning for conventions, and he suggested that a convention chairman from the host city be appointed who will have authority to plan convention details, with the approval of the President.

Mr. McLean asked consideration of amending the by-laws to provide for a $1.00 per capita basis rather than the present $1.50 for local chamber membership in the Alaska Chamber of Commerce. He pointed out that on the present basis large chambers must pay an excessive fee and that the same is true of Chambers having $15.00 as their minimum dues. This matter was left open for consideration at the April meeting, since memberships will not become due until July of 1956.

Mr. Jeffrey suggested the possibility of getting more information regarding Alaska Chamber activities to the news media of the various cities of the Territory through the local Chambers of Commerce.

The next meeting of the Board was set for 8:30 a. m. at the Model Cafe.

The meeting was adjourned at 5:00 p. m.

* * *

Board Meeting
ALASKA CHAMBER OF COMMERCE
Fairbanks, Alaska
November 5, 1955 - 8:30 A. M.

A meeting of the Board of Directors of the Alaska Chamber of Commerce convened at a breakfast session at the Model Cafe at 8:30 Saturday morning, November 5, 1955, with the following persons in attendance: Fred Eastaugh of Juneau, President; Jerry Nerland of Fairbanks, 2nd Vice President; Leonard King representing Haines; Dora Sweeney representing Juneau; Edith Bullock representing Kotzebue; John Rosswog representing Cordova; Rev. Charles Malin representing Seward; Ed Winston representing Ketchikan; G. A. Seeliger representing Fairbanks; Ralph Lomen representing Nome; Max Wells representing Valdez; E. W. "Bud" Lauesen representing North Pole; John LeFevre of Cordova; and Mildred Ostrom Mantle, convention secretary.

It was the unanimous decision of the Board that a letter of thanks be addressed to the Elks Club of Fairbanks for their cooperation in making their facilities available for this convention.

Mrs. Bullock, chairman of the Convention Committee, reported on the selection of a site for the April meeting of the

Alaska Chamber. It was the recommendation of this committee that the meeting be held in Ketchikan on April 19, 20, and 21 of 1956, and this recommendation was approved by the Board.

The President was instructed to select a chairman from the host city at an early date, such chairman to be responsible for convention plans.

Matters to be included on the agenda were discussed, and it was felt by those in attendance that the pulp industry and allied wood products should be given an important place on the agenda.

The meeting was adjourned at 9:30 a. m.

* * *

Board Meeting
ALASKA CHAMBER OF COMMERCE
Fairbanks, Alaska
November 5, 1955 - 3:30 P. M.

A meeting of the Board to consider resolutions convened in the Model Cafe at 3:30 p. m. Saturday, November 5, 1955, with the following persons in attendance: Fred Eastaugh of Juneau, President; Jerry Nerland of Fairbanks, 2nd Vice President; Edith Bullock representing Kotzebue; Dora Sweeney representing Juneau; William Stookey representing Anchorage; Leonard King representing Haines; G. A. Seeliger representing Fairbanks; Ralph Lomen representing Nome; E. W. "Bud" Lauesen representing North Pole; Ed Winston representing Ketchikan; Rev. Charles Malin representing Seward; Jim Hurley representing Palmer; Max Wells representing Valdez; John Rosswog representing Cordova; John LeFevre of Cordova; John Jeffrey of Seward; Maurice Johnson of Fairbanks, Chairman of the Resolutions Committee; and Mildred Ostrom Mantle, convention secretary.

On behalf of the Resolutions Committee, Mr. Maurice Johnson, Chairman, presented 15 resolutions which had been considered favorably by the Resolutions Committee. It was decided that the preliminary portion of each resolution be not considered at this time, but only the part following the words "Be it resolved". The resolutions as presented were passed by the Board, with minor amendments in some instances. (See listing of resolutions adopted elsewhere in this report.)

A rising vote of thanks was given to President Fred Eastaugh by the Board of Directors for his outstanding work in connection with planning and handling of this convention.

The meeting was adjourned at 6:30 p. m.

-30-

File

ADMINISTRATIVE FILE
Alaska Freight Lines
x Arctic Ocean
■ Highway

HIGHWAY TO ARCTIC OCEAN REVEALED FOR FIRST TIME

Spectacular Transportation Feat
Accomplished by Alaska Freight Lines, Inc.

One of the greatest pioneering adventures in transportation history was revealed today, with the announcement that Alaska Freight Lines, Inc. has driven its regular highway trucks from Fairbanks, Alaska, to the shores of the Arctic Ocean, carrying vital supplies and fuel for construction of the U.S.-Canadian "Dew Line" radar screen. Making the feat more impressive is the fact that the private trucking concern blazed its own four-hundred-mile highway through the sub-zero Arctic in only thirty-nine days, smashing through a virtually unknown and uncharted land of snow and ice.

Original plans, for the project called for truck and trailer delivery to a specified point. From there, a specially designed giant tractor-propelled snow train would haul the freight overland to designated spots along the "Dew Line" radar network.

The spectacular project began in the Fall of 1954, when Alfred Ghezzi, Jr., President fo Alaska Freight Lines, Inc., made an unsual proposal to Western Electric, chief contracting concern in charge of building the "Dew Line" radar screen across the Arctic perimeter between Alaska and Greenland. Ghezzi proposed that Alaska Freight Lines would load an initial block of five hundred tons of freight at Fairbanks and make delivery to the radar screen sites at regular air-lift rates. Alaska Freight Lines would build its own highway through the Arctic; would provide its own equipment; would guarantee delivery; and would fly the freight in if the road proved unsuccessful. Alaska Freight Lines would use its own funds for the entire project, and would not be paid for the freight haulage until final delivery.

MILITARY POSSIBILITIES RECOGNIZED

Sensing the possibilities of a complete new concept in Arctic military supply, the Defense Department gave its blessing to the great transportation gamble on December 15, 1954. U.S. and Canadian authorities realized that if Alaska Freight Lines could build a highway to the Arctic Ocean and make over-land delivery of the supplies and

equipment needed to build the radar screen, the high cost of air-lifting the same supplies could be greatly reduced, and transportation schedules could be maintained despite the tricky Arctic weather. Also, the Defense Department was aware of Alaska Freight Lines' vast experience in all-weather transportation. Alaska Freight Lines pioneered long-haul trucking in Alaska during World War II, and has since pioneered fast truck and barge freight shipments between Alaska and the States.

Even before receiving the official "go-ahead" from the Defense Department, Alaska Freight Lines ordered new Caterpillar D-8 Tractors from Peoria, Illinois, and a hugh "Snowtrain" from Le Tourneau's Texas plant, costing $390,000 and built to Alaska Freight Lines' specifications.

President Alfred Ahezzi set up headquarters in Fairbanks, and began assembling the crew of Alaskans whom he knew could lick the Arctic. He knew his own company had the finest truck drivers to be found anywhere, and for his "cat-skinners" he chose Alaskans who are miners during the summer months and true artists at driving the giant "cats". From Alaskans he also picked top machinists, welders, cooks, guides and engineers - men who know the Arctic and know how to overcome its hazards.

Alaska Freight built its own Wannigans (sled-mounted cabins for use as sleeping and cooking quarters for the crews), and the first trail-blazing units headed north from Fairbanks on January 17, 1955, just a month and two days from the day the Defense Department gave the project a green light.

Although a summer road exists between Fairbanks and Circle City, a small community located on the Arctic Circle, this road has always been impassable during the bitter Arctic winters. Alaska Freight Lines' lead "Cat" train blasted through to Circle City, over the "impassable" Eagle Pass, in exactly eight days, reaching Circle City on January 25, 1955. The trail-blazing "Cat" train left Circle City on January 27, crossed the frozed Yukon River on January 28, and headed north for the Arctic Ocean, and into cruntry never before crossed by men on the ground. Ahead of the lead unit, an Alaskan guide from Big Delta and an Alaskan

Indian guide from Fort Yukon went forward on snowshoes, working in constant liaison with Alaska Freight Lines' own scouting plane. Red flags, dropped from the plane, were spotted along the most passable routes for the lead "Cat" to follow. Constant radio-telephone communication was maintained between the scouts, the plane, and all units of the following trains.

SECOND UNIT FOLLOWS

Two weeks after the original "Cat" train left Fairbanks, a second train followed. This unit was charged with the actual building of the Arctic Highway, a road twenty-five feet in width, across the roughest, coldest, least-known territory in the Northern Hemisphere, to the Arctic Ocean, some four hundred miles away. Following right in the wake of the "Cats" roared a convoy of thirty-two line-haul diesel truck and trailer units, designed for the paved highways of civilization but never, in their builder's wildest dreams, intended for this adventure in Arctic transportation.

Day and night the "Cats" kept punching into the North, with the big diesel truck-trailers rolling right behind. Temperatures hit 68 degrees below zero, and engins had to be kept running 24 hours per day to prevent freezing. Drifts fifty to seventy-five feet in height were commonplace, and at times the "Cats" worked in "layers" of two and three. Repairs were made with what was at hand, and with the ingenuity of the greatest Arctic drivers in the world. But the road went forward, through mountain passes, across frozen rivers, through dense sub-Arctic forests, and across the tundra - men and machines doing a job never before attempted, and a job which many insisted could not be done at all.

TWENTY-FOUR POWERED WHEELS

Behind the train of road-building "Cats" and diesel trucks rolled the amazing LeTourneau "Snowtrain", each of its twenty-four wheels individually powered, its five trailer units loaded with 150 ton of vital supplies, and its 250 feet of length gliding smoothly over the highway being smashed through just ahead. The wheels of the "Snowtrain" measured 7'4" in height, and the trailer beds stood nine feet off the ground, enabling the train to roll securely over the roughest terrain.

Alaska Freight Lines' original plans called for the diesel trucks and trailers to go only to "Old Crow Flats", the dividing line between the sub-Arctic and the actual Arctic. There the cargo would be transferred to the "Snowtrain" for final delivery to the "Dew Line" Radar Network along the rim of the Arctic Ocean. However, the diesel trucks and trailers surpassed all expectations and kept rolling North as if they had been intended all along for Arctic operation.

THIRTY-NINE DAYS TO THE ARCTIC OCEAN

On March 6, 1955, the lead "Cats" of the trail-blazing section arrived at Shingle Point, on the shore of the Arctic Ocean, just thirty-nine days out of Circle City. These were the first vehicles ever to be driven North to the Arctic Ocean, and their "cat-skinners" had accomplished the "impossible" by blazing a 400-mile highway through the Arctic, over a route considered by many experts to be impassable, and in the face of conditions designed by nature to test to the limit both men and machines.

BUILD VITALLY-NEEDED AIRSTRIP

While waiting for the arrival of the main highway construction train, this same trail-blazing unit built a vitally-needed airstrip at Shingle Point. They completed a runway 7500 feet long - capable of handling the largest aircraft in use today - and they did it in less than one week's time !

GAMBLE WON - MISSION ACCOMPLISHED

On April 17, 1955, Alaska Freight Lines' gigantic "Snowtrain" as well as Alaska Freight's thirty-two line-haul trucks and trailers roared into Shingle Point, with 500 tons of freight for the "Dew Line", and with the absolute proof that America's pioneering spirit is still very much alive - pioneering spirit that could build an amazing highway through to Arctic - even to the Arctic Ocean.

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ADMINISTRATIVE FILE

Albaugh, Albert M.
X 1258 X 718
X

March 7, 1955

Mr. James R. Hoffa, Vice President
International Brotherhood of Teamsters,
2741 Trumbull Ave.,
Detroit, Michigan

Dear Vice President Hoffa:

Re: Albert M. Albaugh
Box 215
Clarence, Iowa.

The enclosed photostatic copy of letter from the above captioned dated March 5, 1955, is forwarded for your attention and appropriate action.

Fraternally,

RLG:b

Robert L. Graham, Assistant
to the General President

FROM THE OFFICE OF
DAVE BECK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS

Mar. 5-1955
Clarence, Iowa

Mr. Dave Beck:

I read your ~~story~~ on ICC trybleaed Gypsies. I found it to be very interesting as I have work at both kind of jobs. Right now I belong to your Union and I think the Union is alright at times. I no from experince that some of the equipment owned and operated by the freight companys is not up to ICC rules and regulations. I have seen some with only two to three clearance lights working on the rear of trailers. No brake lights what so ever. Instead of getting rid of these so called Gypsies, why don't you try and get more money for these fellows, so they can keep there trucks in better shape. For these companies that lease this equipment should be just as responsible as the owner. For I haul out of Chicago to Cedar Rapids Iowa, and our equipment is in alot better shape then some of these companies own trucks are they inspected not very often. You understand Mr. Beck I am not mad at this story. I just want it explained more clearly to me.

I drive a livestock truck for Eldon Miller Inc. from Clarion, Iowa to Chicago. We lease from Eldon Miller Inc. in Chicago to Cedar Rapids, Iowa. Now Mr. Beck would this leasing effect us livestock haulers? Here is our biggest problem, there are times when one company will have freight, and the rest of them won't Mr. Beck. So you see Mr. Beck this would mean that we would have to deadhead if we couldn't get a load for the permanent lease contract we had signed with. If we would have to deadhead to often, you know what is going to happen Mr Beck. We will have to raise our rates on loads going to Chicago. Boy! will the farmers holler then. There we will be in trouble with them up to our necks. We drive about 8 hours at one time, and keep our logs up as we go along our routes. Our equipment is in a one shape at all times. As Eldon Miller Inc. is pretty particular about his leased equipment. I sure hope there is some chance, that the livestock haulers will be exempted from permanent leasing Mr. Beck. You no we have to have insurance on our rigs going to Chicago hauling livestock. Therefore we have to keep it in a one shape at all times. I would like to hear from you on this subject Mr. Beck.

I drove a livestock truck for Fralin Bros. from Clarence, Iowa to Chicago. July 13 - 1954 I had a accident, which it was no fault of mine. I was out of work for 6 months thru my injuries I recived. When I was told by my Doctor to report back to work, what happened I was fired. I asked Union official in Chicago at hall 718 what we could do about. He told me nothing. Then Fralin Bros. trucks load back to Cedar Rapids, Iowa the same place as I do now. We all lease to Eldon Miller Inc. in Chicago. Now why couldn't the Union called the manager, and tell him in a nice way that it would be better if they wouldn't load Fralin Bros. trucks back until they had made a fair deal with me. They didn't even give a days notice a week or two weeks notice that they were letting me go. I feel they should owe me two weeks with pay. In fact right now they ought to pay me from the day they fired me up to the present date. Do you think there is any possible chance of doing some thing about this Mr. Beck. I have asked the Union hall No. 238 at Cedar Rapids, Iowa and no satisfaction Mr. Beck, I really appreciate all your time and attention on these matters Mr Beck.

I hope to hear from you within the next few weeks. Thanking you again for your time and attention you have given this letter Mr. Beck.

Yours Truly
Mr. Albert M. Albaugh
Box 215
Clarence - Iowa.

STUDENT COUNCIL
ALBION COLLEGE
ALBION, MICHIGAN

May 1, 1961

Mr. James R. Hoffa, General President
International Brotherhood of Teamsters
25 Louisiana Avenue, N.W.
Washington 1, District of Columbia

ADMINISTRATIVE FILE
Albion College Young Republicans Club
X Huber, Donald G.
X Invitation

Dear Mr. Hoffa,

Sorry for the delay in answering yours of the 29th, but I have been out of school for a week and activities here have since kept me very busy.

I understand your position and only hope that it will be possible for you to find some dates in the fall that we will be able to choose from.

Thank you very much for your help and cooperation.

Below I have listed my school address and home address. If and when you find some possible dates when you will be able to come and speak, please forward them to me. I will be at the school address until June 1, 1961 and will be home until September 9th, at which time I shall return to my school address.

Once again thank you for your help and cooperation in this matter.

Sincerely yours,

Donald G. Huber

Donald G. Huber, Chairman
Albion College Young Republicans Club
Albion College Student Council
Vice President

P.S. My school address:

Box 25
Baldwin Hall
Albion College
Albion, Michigan

My home address:

311 North Monroe Street
Monroe, Michigan

ADMINISTRATIVE FILE

Albion College Young Republicans Club
Huber, Donald G.
Invitation

March 29, 1961

Mr. Donald G. Huber, Chairman
Albion College Young Republicans Club
104 B Baldwin Hall
Albion, Michigan

Dear Mr. Huber:

I am in receipt of your letter dated March 6, 1961 and regret to advise you that I am in the midst of negotiations this month and cannot see my way clear to set a definite date.

At the present time I can only suggest that perhaps some time in the Fall, I will be in a better position to set a definite date.

Very truly yours,

James R. Hoffa
General President

JRH/yh

ALBION COLLEGE

March 6, 1961
104 B Baldwin Hall
Albion College
Albion, Michigan

Mr. James R. Hoffa, President
International Brotherhood of Teamsters
25 Louisiana Avenue, N.W.
Washington 1, District of Columbia

Dear Mr. Hoffa:

I have received your letter of February 28th in acceptance of our invitation.

We of the Executive Board of the Albion College Young Republicans Club are glad to hear that you have accepted. We can assure you of a most enjoyable visit while on our campus.

In regards to a definite date, we will be only to glad to leave this at your discretion. Any date in the month of April will be agreeable with us. (Excluding the 14th thru 16th, at which time we will be attending our midwest convention at St. Paul, Minnesota.)

We will be waiting with anticipation for word from you in regards to a definite time and date. We will refrain from any publicity until we receive this information from you.

Please let us know also what topic you have decided to discuss while here at Albion.

Hoping to hear from you again soon, I remain,

Sincerely yours,

Donald G. Huber

Donald G. Huber, Chairman
Albion College Young Republicans Club

DGH/jan

ADMINISTRATIVE FILE

Albion College Young Republicans Club
Huber, Donald G.
Invitation

February 28, 1961

Mr. Donald G. Huber, Chairman
Albion College Young Republicans Club
Box 25, Baldwin Hall
Albion, Michigan

Dear Mr. Huber:

I have your kind invitation of February 7th to address the Young Republicans Club of Albion College.

I shall be very happy to avail myself of this opportunity, but I regret that at the moment I cannot set a definite date.

I suggest that you contact me when you return from your Spring vacation.

Very truly yours,

James R. Hoffa
General President

JRH/yk

Box 25
Baldwin Hall
Albion College
Albion, Michigan

Mr. James Hoffa, President
International Brotherhood of Teamsters
National Headquarters
Washington, D.C.

Dear Sir;

On behalf of the Albion College Young Republicans Club I would like to invite you to be our guest speaker at our bi-monthly meeting,(the date may be set at your convenience) in either March or April.

The Albion College Young Republicans Club has a membership of 970 out of a total college enrollment of 1370 students. We of Albion are proud to have been acclaimed the most active political group of its kind in the midwest in the 1960 political campaign, by nationally famous newscasters of the famous Huntly - Brinkly Report To The Nation.

Our aims are mainly to educate the future citizens and leaders, both Republican and Democrat, in the field of good government and all interests therein.

We have chosen you to come and speak before our organization with the following suggested topics in mind:

"Unions In The World Today and Tomorrow"

"The Unions Role In The American Government -Today & Tomorrow"

"The Aims Of The International Brotherhood Of Teamsters In America"

These topics may also be varied at your discretion.

Realizing that you probably have a very tight schedule, and even though we are an organization not usually supported by labor unions, we do hope you will put some consideration into our invitation.

This invitation is sent with all sincerity, hoping that you will accept and thus help us clarify to the future citizens and leaders of our nation the position and aims of labor unions.

Our meetingsare usually scheduled in the early evening and upon your acceptance we will make arrangements for accommodations for you for the evening. (Meeting time 7 P.M.)

Hoping that I will be hearing from you very soon, I remain

Sincerely Yours,

Donald G. Huber

Donald G. Huber, Chairman
Albion College Young
Republicans Club

DGH/jan

P.S. Our Spring vacation begins March 24, and ends on April 3.

Office of the General President

To:

From:

11/10/64
DATE

ADM. FILE

Albortis, Ronald	11-5-62 TS	Joe	1/28/63
	11-9-62	Konowe	
	11-9-62		
	1-28-63 TS		

The above correspondence has not been received for filing as of 11/10/64

ADMINISTRATIVE FILE

Alderson Reporting Company

Inter-Office Communication

From the Office of the General President

Date May 1, 1958

To Mr. John F. Raglish

Subject Payeent to Alderson Reporting Co.

TRis will authorine issuance of a check in the amount of $746.36 peyable to Anderaon Reporting Co. for trasacriptions on the Philadaiphia heeriags before the McClellan Committee.

James R. Hoffa
General Presidest

JRH/ja
Enc.

Aldor, Incorporated
Hoofe, W. J.

January 23, 1959

Mr. J. W. Morgan, General Org.
International Brotherhood of Teamsters
515 N. E. 178th Street
North Miami Beach, Florida

Dear Sir and Brother:

Attached is a copy of a letter from W. J. Hoofe, President of Aldor, Inc.

Would you kindly investigate this and send me a report.

Fraternally yours,

James R. Hoffa,
General President

JRH/yk
Enc.

ALDOR

ALDOR MIAMI
WORLD ORIGINATOR FIBERGLAS-PLASTIC GARAGE DOOR

NEwton 3-3273

DIVISION of **ALL DOORS** INCORPORATED

4300 NORTHWEST 36TH AVENUE • MIAMI 42, FLORIDA

January 22, 1959

Air Mail

Mr. James R. Hoffa, President
Teamsters Union
25 Louisiana Ave., N.W.
Washington 1, D. C.

Dear Mr. Hoffa:

Through this introductory letter I hope that I can arrange for a personal talk with you to discuss some things which I am sure will be of mutual benefit to both of us.

Personally I have had over 30 years of experience as top management in industrial relations for two of the largest companies in their field in the United States, and am sure we have many mutual friends in the higher offices of organized labor as well as throughout the various district offices.

During the last 7 years I have owned and operated 3 manufacturing companies in Miami.

For the past 2 years we have been perfecting a completely new type of Garage Door which we are now selling throughout this country and several foreign countries.

We are now at the point of where we must get into large volume production.

It is my thought that since we are the only garage door manufacturer in the South you might be interested in discussing with me a plan which I have that could be of considerable assistance to both of us.

I will look forward to hearing from you in the very near future.

Very truly yours,

Aldor, Inc.

W. J. Hoofe
President

WJH:fc

he Desk of:

BERNIECE HEFFNER

4-24-63
Date

ADMINISTRATIVE FILE

Mr. Hoffa :

Alejos, Carlos

Carlos Alejos - former Ambassador to Guatemala called this A. M. and would like to have an appointment with you. It will be concerning a business affair .

He can be reached at the Embassy c/o Mrs. Aria Decatur 2-2865 .

Or thru the present Ambassador's residence - Decatur 2-4117.

Berniece.

Yuki - Ask Mr. H. for appt - then dictate the woman

OK Next week for me to see them. RR

ADMINISTRATIVE FILE

Allen, Glenn

P.O. Box 4441
Tucson 5, Arizona
MAin 3-3668 Ext. 207
June 27, 1958

Mr. W. J. Gibbons
Executive Assistant to
the General President
International Brotherhood of Teamsters
Washington 1, D.C.

Dear Mr. Gibbons:

We were grateful to receive your letter advising us that you are calling the matter, which we wrote you about, to the attention of President Hoffa.

If you are interested directly as per our offer to acquire and develop the deposit we can work it out. If you are, on the other hand, interested indirectly we can also work together to assure development without delay.

We know you can help us and irrespective of which way we will remunerate you for your trouble.

I have been a member of the Teamsters in the East, myself, before coming here for health.

We trust that you will be able to obtain President Hoffa's interest and help.

Thank you for your kind attention and interest.

Glenn Allen

Glenn Allen, President
Arizona Iron Minerals

P.S. You may speak freely with Mr. Hazel,
my associate.

7 to

ADMINISTRATIVE FILE
Allen, Glenn

June 17, 1958

COPY

Mr. Glenn Allen
P. O. Box 441
Tucson 5, Arizona

Dear Mr. Allen:

Your communication has been received and will be brought to President Hoffa's attention at the earliest possible time.

Very truly yours,

H. J. Gibbons
Executive Assistant to
the General President

HJG/ja

P. O. Box 4441
Tucson 5, Arizona
June 14, 1958

Mr. David J. McDonald
Mr. Walter P. Reuther
Mr. James Hoffa

Gentlemen:

You are cordially invited to personally be here in Tucson for the viewing of a 90 square mile iron deposit with a minimum half billion tons of iron in these iron bearing sands. The date which we would recommend to you for arrival is on Thursday morning June 17, 1958. We recommend this date as representative from the Bethlehem office of Bethlehem Steel will be here that date to give this deposit with which they are already familiar.

This deposit contains high grade iron in the form of powdered magnetite which is easily converted to powdered iron by the new methods of direct reduction; such as the H-Iron process owned by Hydrocarbon nominally, but actually financed via Bethlehem. This powdered iron in turn is easily used in the stamping of metals. As you are aware stamped metals are playing an increasingly important role in the automotive as well as numerous other industries.

The Ford Motor Company has advised me of their interest in this area, but, perhaps typical of many giants, would not pay a small viewers option. Numerous other " giants " have expressed interest and some have examined the property.

We can produce and ship iron powder from here or a new port being developed at costs some of the companies are currently able produce iron at. This is due to multiple favorable economic factors including the high grade mineral in situ.

The indications are apparently that the big companies will try to entrait me. We do not favor such methods. We would not even deal with these giants if we thought there was some way by which the unions might come into this deposit and vert it to primary iron and steel and stamped parts. Is there some way this might be done? If there is so say this could be done please let us know. We have wondered as we know that unions have entered in to ownership of various things. This might give you all more effective leverage in bargaining with the giants iron, steel, motor industries.

Please call me upon receipt of this for further details. I have been counselled and continuously told not to write you in this matter, but we not to be frightened in our native country.

Thank you for your attention. I look forward to meeting you.

Very truly,

Please call AM 3-3660 upon receipt.

Glenn Allen

Glenn Allen
President, " Alh "
" Arizona Iron Minerals "

ADMINISTRATIVE FILE
Allen, Horace W.
191
X
X

May 29, 1959

Mr. M. W. Miller, Chairman
Southern Conference of Teamsters
1330 N. Industrial Blvd.
Dallas, Texas

Dear Sir and Brother:

The attached correspondance from Horace W. Allen is self-explanatory.

Fraternally yours,

James R. Hoffa
General President

JRH/yk
Enc.

May 29, 1959

Mr. Horace W. Allen
325 Connecticut Avenue
Daytona Beach, Florida

Dear Sir:

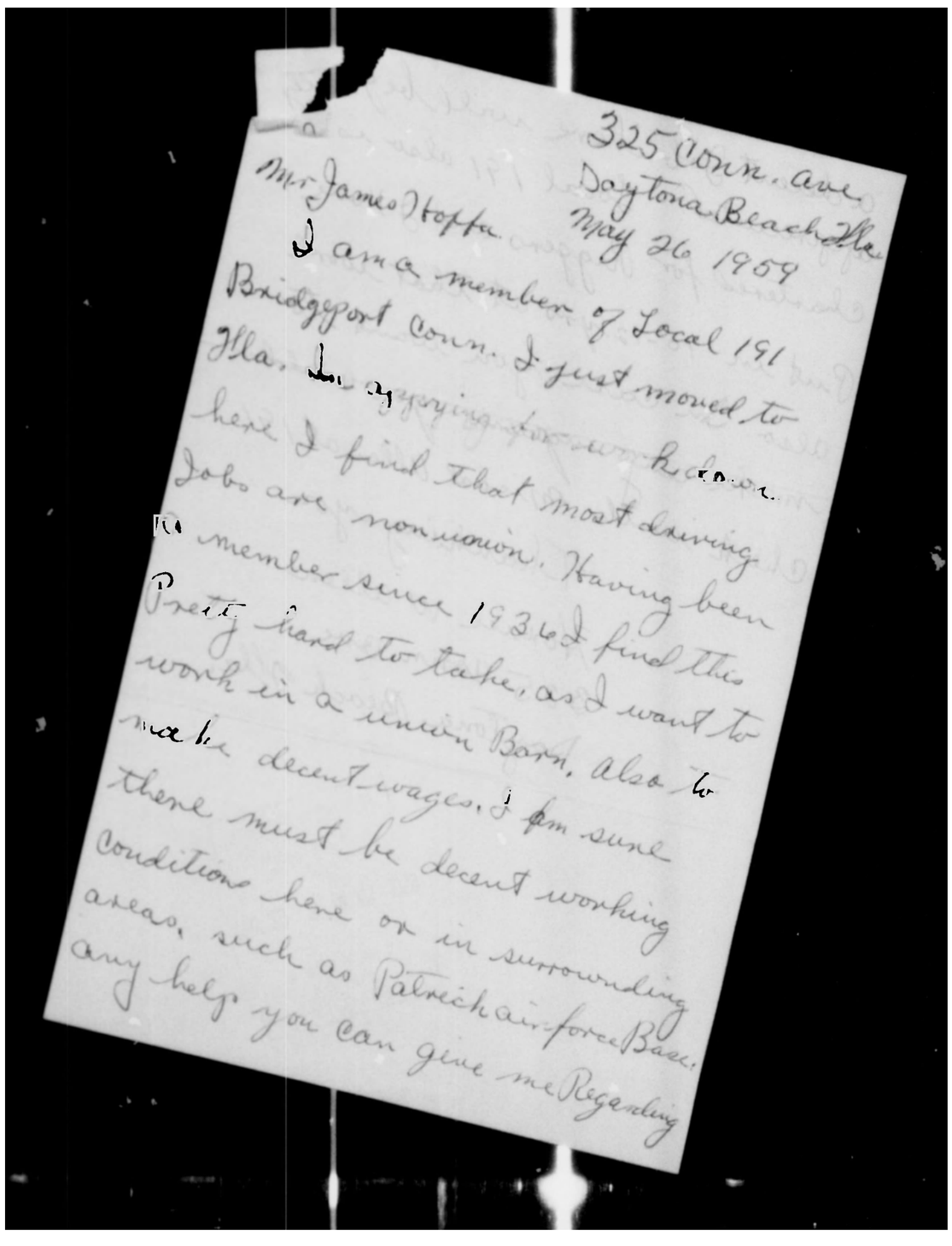
We have your communication of May 26th, and while this office cannot do anything on your problem, we have forwarded your letter to our Southern Director in the hopes that he can be of assistance to you.

In the event he can help you, you will hear from him direct.

Fraternally yours,

James R. Hoffa
General President

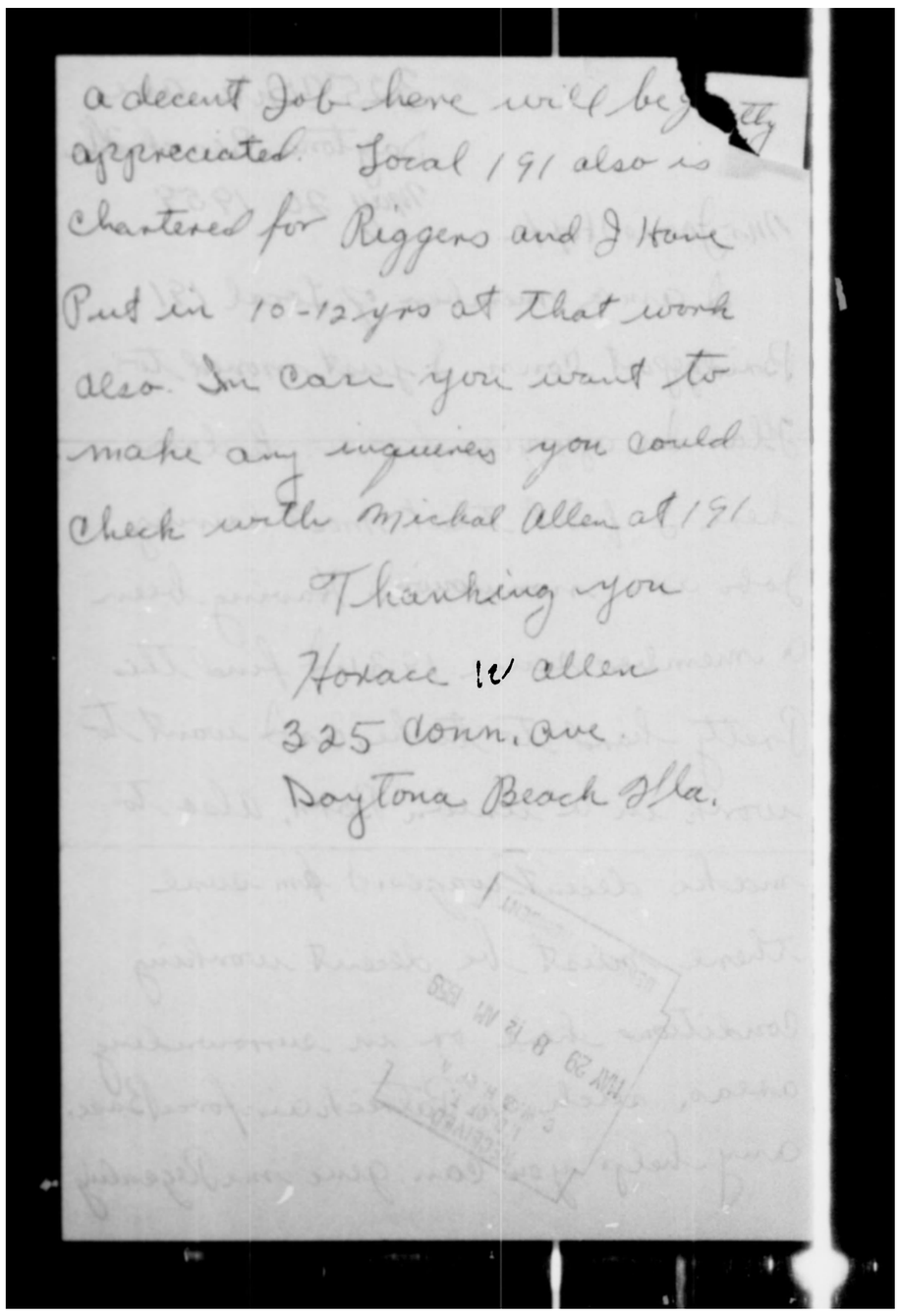
JRH/yk
cc: M. W. Miller, Chairman
Southern Conference of Teamsters



325 Conn. ave
Daytona Beach Fla
May 26 1959

Mr James Hoffa

I am a member of Local 191 Bridgeport Conn. I just moved to Fla. I am trying to work here I find that most driving jobs are non union. Having been a member since 1936 I find this pretty hard to take, as I want to work in a union Barn. Also to make decent wages. I am sure there must be decent working conditions here or in surrounding areas, such as Patrick air force Base. any help you can give me Regarding



a decent Job here will be ~~ly~~
appreciated. Local 191 also is
Chartered for Riggers and I Have
Put in 10-12 yrs at That work
also. In Case you want to
make any inquiries you could
Check with Michal Allen at 191

Thanking you

Horace W Allen
325 Conn. Ave.
Daytona Beach Fla.

RECEIVED
MAY 29 8 12 AM 1939
C.I.O.

Office of the General President

To:

From:

11/10/64
DATE

ADM. FILE

Alexander, Joseph M.	1-25-62	JRH	2/19/62
X Gateway Transportation Co.	10-23-61		
	1-24-62		
	2-2-62		
	1-24-62 copy		
	2-13-62		

The above file has not been returned for filing as of 11/10/64

ADMINISTRATIVE FILE

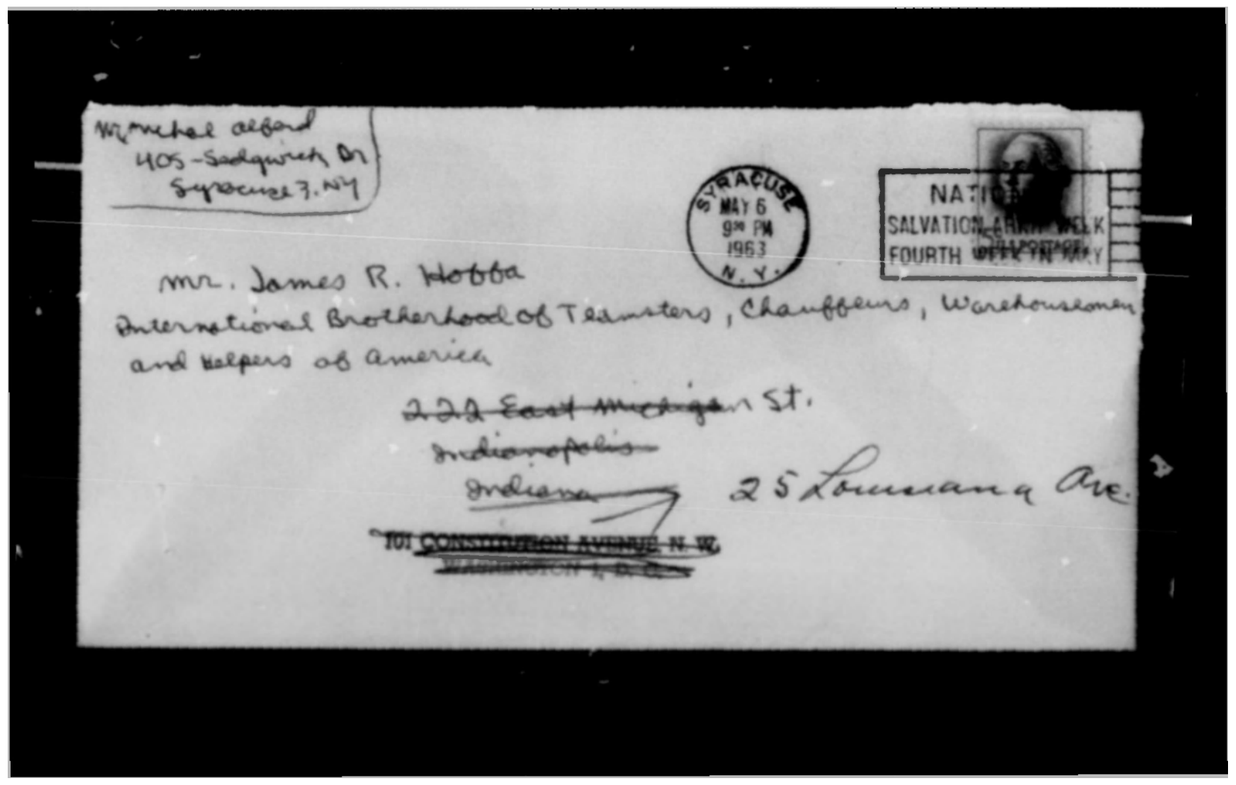
Alford, Michael Preston

MICHAEL PRESTON ALFORD

Dear mr. Hoffa

Good Luck

Sincerely
Michael Preston Alford


Mr. Michael Abbond
405 - Sedgwick Dr
Syracuse 7, N.Y.

SYRACUSE
MAY 6
9PM
1963
N.Y.

NATIONAL
SALVATION ARMY WEEK
FOURTH

Mr. James R. Hoffa
International Brotherhood of Teamsters, Chauffeurs, Warehousemen
and Helpers of America
~~222 East Michigan~~ St.
~~Indianapolis~~
~~Indiana~~ 25 Louisiana Ave.
~~101 CONNECTICUT AVENUE N.W.~~
~~WASHINGTON 6, D.C.~~

ADMINISTRATIVE FILE ✓
Ed Slate Machine Co
X Souriall, Leo
X

June 27, 1961

MEMORANDUM

To: Jake McCarthy

Please arrange to have Gibbons get you together with Leo Souriall and get the facts on a fire extinguisher, which he is making available to the entire trucking industry and draft a story for publication in our magazine.

James R. Hoffa
General President

ADMINISTRATIVE FILE
All State Machinery Co
X Souriall, Leo J.
X

June 27, 1961

To Whom It May Concern:

This will introduce Leo J. Souriall, who will be bringing to your attention a fire extenguisher for the use of trucks and buses pursuant to a recent ruling of the I. C. C. making such equipment mandatory on such vehiclea.

It is my understanding that the equipment handled by Mr. Souriall is of a high quality, good design, and is competitive price-wise with anything on the market.

Any courtesies or favors you can extend to Mr. Souriall will be appreciated by the undersigned. I am bringing thia item to your attention inasmuch as proper equipment ia essentiel to the safaty of our drivers as well as beneficial to the Company, and I have every confidence in the integrity of Mr. Souriall whom I have known for meny years.

James R. Hoffa
General President

LEO J. SOURIALL

ALSTATE MACHINERY COMPANY

P. O. BOX 1134 · HOUSTON, TEXAS

MR. INTEGRITY
DIRECTOR

Write Letter
& Story re
Mafia

June 17, 1961

Mr. James R. Hoffa
25 Louisiana Ave. N. W.
Washington 1, D. C.

Dear Jim:

I appreciate the time you took from your busy day to listen to my problems. Any assistance you can lend I will be more than grateful for and I will do my part in asking the man upstairs to eliminate any road blocks you may encounter in your re-election.

The best to you and your family.

Kindest personal regards,

Leo J. Souriall

LJS/ad

ADMINISTRATIVE FILE
Allaire, Daniel F.
X
X

September 5, 1963

Mr. Daniel F. Allaire
32529 Brown
Gardea City, Michigan

Dear Sir and Brother:

As a result of your recent communication to this office, we have investigated the complaint contained therein. Wa have beea informed by Vice-President Frank Fitzsimmons that your case weut before the Joint State Committee, where your discharge was upheld. However, he also informe us that your caee hae been redocheted for additional hearings.

Trusting that this is the information that you wanted, I remain

Fraternally yours,

L. N. Steinberg
Personal Representative
to the General President

LNS/mc

INTERNATIONAL BROTHERHOOD OF TEAMSTERS
CHAUFFEURS · WAREHOUSEMEN & HELPERS
OF AMERICA

MAIN AND PRINCIPAL OFFICE, 2801 TRUMBULL AVENUE, DETROIT 16, MICHIGAN

• FRANK FITZSIMMONS •
INTERNATIONAL VICE PRESIDENT
2741 TRUMBULL AVENUE
DETROIT 16, MICHIGAN

August 30, 1963

Mr. James R. Hoffa, General President
International Brotherhood of Teamsters
25 Louisiana Avenue, N. W.
Washington 1, D. C.

Dear Sir and Brother:

In reference to your correspondence of July 24, 1963, from Daniel F. Allaire of where the Joint State Committee upheld the discharge from Saginaw Transfer, after going through this with Dave Johnson, we found this man had a bad record of absenteeism and tardiness for reporting to work.

However, after further discussion with Dave Johnson, we have it redocketed for additional hearings on the forthcoming Joint State Committee Meeting, and will advise you if we have any success in having this man reinstated.

Fraternally yours,

Frank E. Fitzsimmons
Vice-President

FEF/ec

ADMINISTRATIVE FILE
Allaire, Daniel F.
X

July 24, 1963

Mr. Frank E. Fitzsimmons, Vice President
International Brotherhood of Teamsters
2741 Trumbull
Detroit, Michigan

Dear Sir and Brother:

Enclosed is a copy of a letter received in this office from Daniel F. Allaire, which is self-explanatory.

Would you kindly handle this for me.

Fraternally yours,

James R. Hoffa
General President

JRH/yh
Enc.

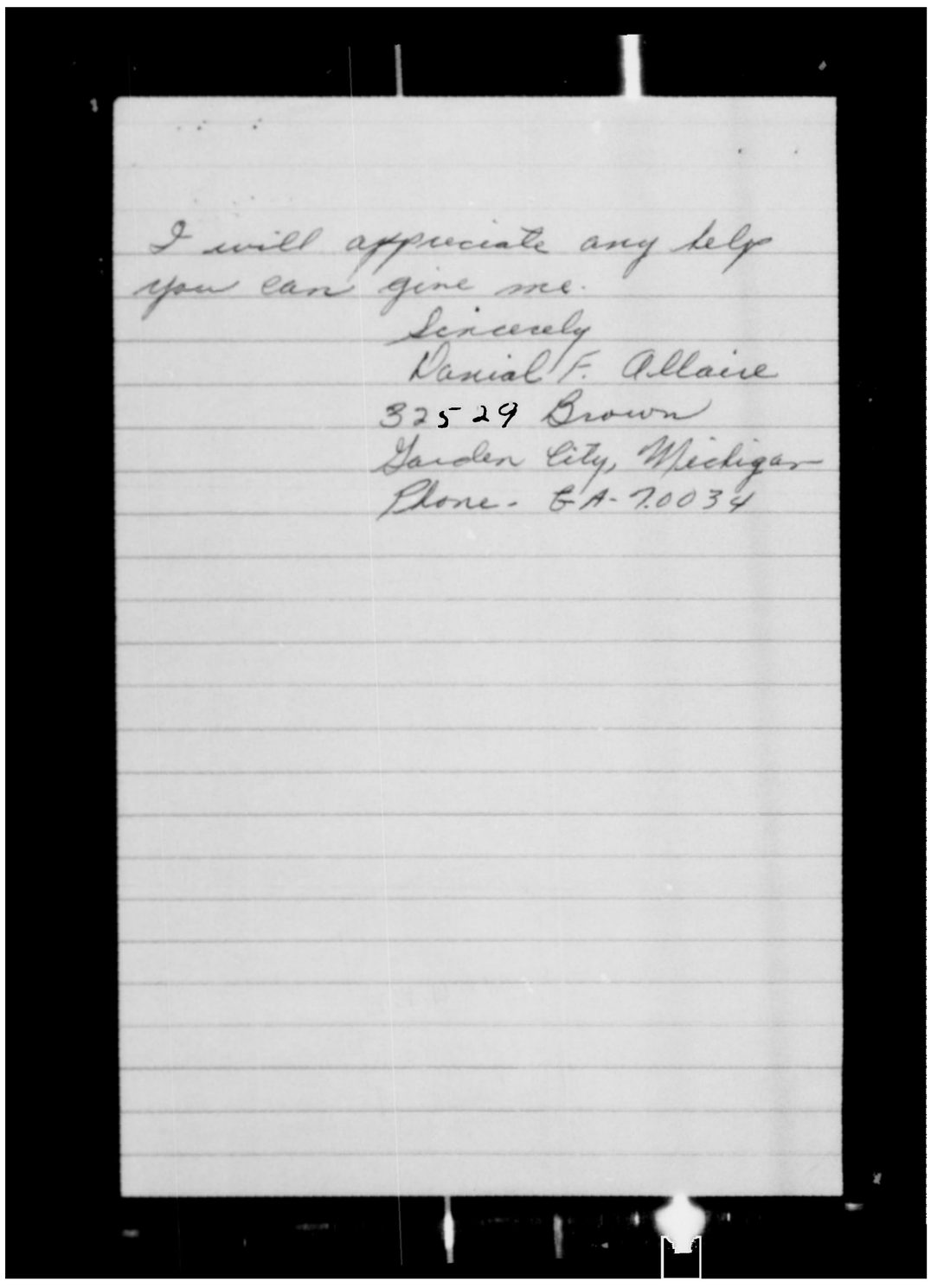
July 22, 1963

Dear Brother:

On May 15, 1963
I was fired from Saginaw Transfer Co. for being absent. I have been out of work since; except for a day or 2 a week. I am the sole support of my mother who is not well.

I would appreciate it if you would check into my case. I have always been a good union member and am in good standing.

I am sending you a copy of the Grievance Report If there is anything else you would like to know Please call me collect at this number GA-7-0034



I will appreciate any help
you can give me.

Sincerely
Daniel F. Allaire
32529 Brown
Garden City, Michigan
Phone - GA-7.0034

GRIEVANCE REPORT

Date 5/22/63

Daniel F Allaire
Name

1104 Hillcrest Blvd.
Street

Garden City, Mich.
City or Post Office

GA-7-3884
Residence Phone No.

8 yrs.
How Long Employed?

Driver
Classification

3.23 per hr.
Rate per hour

Ed. Pickens
Steward's Name

Interim Transfer
Company Working for

9900 Merriman Ave
Address

Vi 39400
Telephone No.

a1

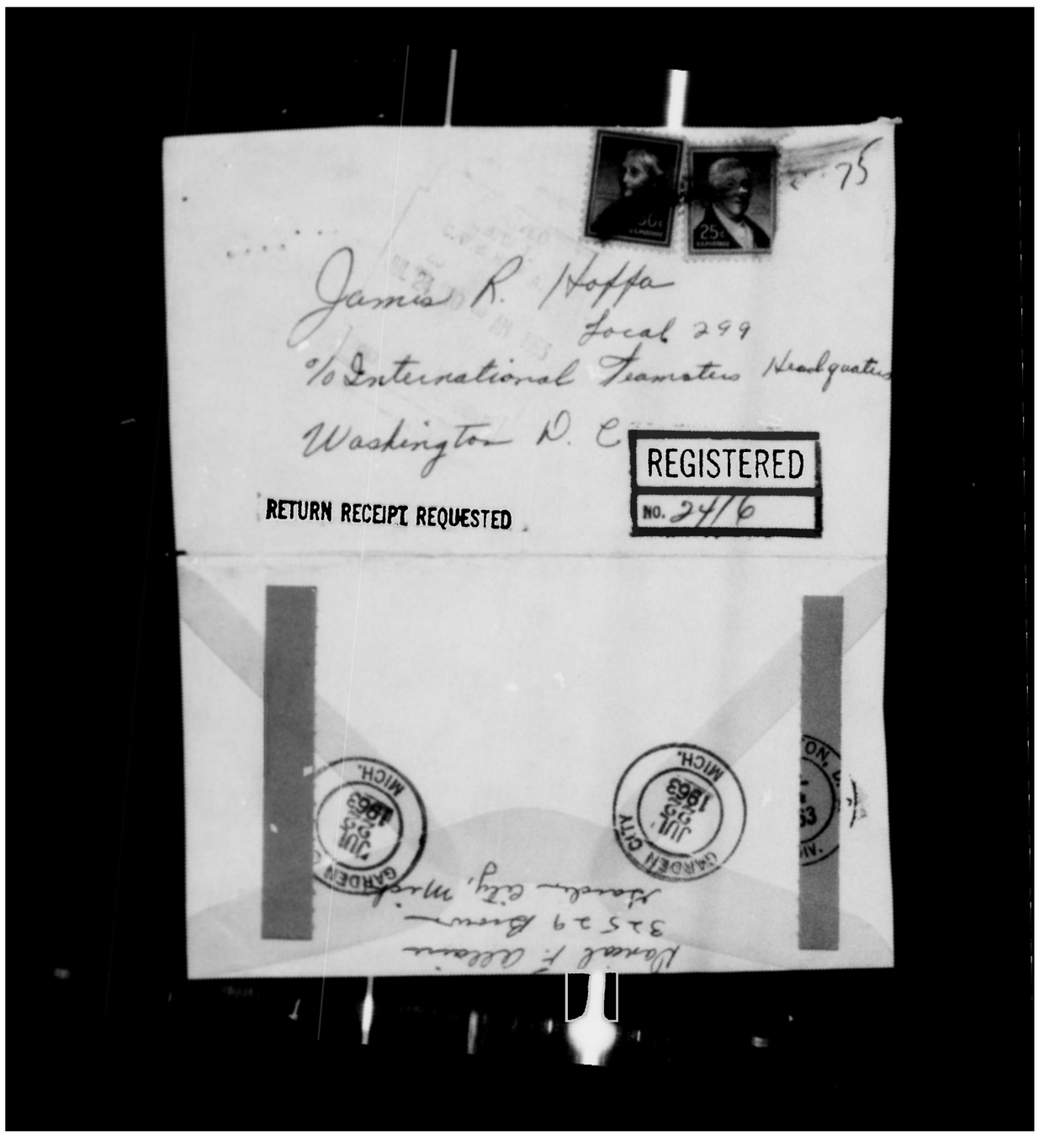
On 5-13-63 I called in at 7:45 am. late. Stating I had a flat tire. The station I went to didn't open until 9 A.M. and I had to buy 2 new tires. I called the office girl at 11:30 A.M. and told her I probably would not be in and would call in late. I had to wait longer than I expected to.

I wish the board to please reconsider my case.

Date Reported to Steward
5-13-63

Signed By
Daniel

How Handled


James R. Hoffa
Local 299
% International Teamsters Headquarters
Washington D. C.
REGISTERED
NO. 2416
RETURN RECEIPT REQUESTED
GARDEN CITY MICH. JUL 25 1963
GARDEN CITY MICH. JUL 25 1963

ADMINISTRATIVE FILE
Allen, Arthur C.
X
X

February 27, 1961

Mr. Norman Kegel
Teamsters Joint Council #40
Hotel Fort Pitt, Mezzanine Floor
10th & Penn Avenues
Pittsburgh, Pennsylvania

Dear Sir and Brother:

The attached communication was received by this office from Arthur C. Allen. This is being forwarded to you for your information and whatever action you deem necessary.

Fraternally yours,

James R. Hoffa
General President

Encl.

JRH:ss

February 24 - 1961

Mr. James Hoffa
President Teamsters Union
Washington - D.C

Dear Mr. Hoffa:

For quite sometime I have intended writing you in regard to a business venture that I have thought of for a long time, but just did not have the nerve to do so, but several weeks ago talked it over with the President of the local Union, in Uniontown, Pa., and he thought it was very worthwhile and that I should write you to see if you might be interested and also get an appointment with you.

The business is one that would be profitable to you and all of

The members in the Union Stay dignified, respectable and very honorable. If one is to thoroughly start would be a large profit for all concerned.

I am not a member of any Union but was formerly in business for myself and I know President here Mr. John Burns can vouch for my honest and integrity. Will be pleased to give you if you are further interested.

Sincerely yours

Arthur C. Allen

Farmington Pa.

Office of the General President

To:

From:

11/10/64
DATE

ADM. FILE

Allee, H. F. 5-23-62 JRH 6/5/62
6-5-62 wire

The above file has not been returned for filing as of 11/10/64

ADMINISTRATIVE FILE
Allen, R. C.
X
X

November 29, 1960

Mr. R. C. Allen
Murphy General Tire Company
Corner Perkins & Campbell Street
Sandusky, Ohio

Dear Mr. Allen:

I have your letter of November 28th requesting an appointment. I regret that Mr. Hoffa's schedule is such that he will be unable to meet with you at any time in the next three months.

If his calendar lightens up, I will be happy to get in touch with you.

Very truly yours,

Joseph Konowe
Administrative Assistant
to the General President

JK:es

November 28, 1960

Teamsters Headquarters
25 Louisiana Avenue, N. W.
Washington D. C. 10

Attn: Mr. J. Hoffa

Dear Mr. Hoffa:

Recently, I contacted your Detroit Office for an appointment with you. I was advised to write to you in Washington D. C.

My purpose, or intent is to discuss various subjects concerning Industrial Manufacturing; also regarding the trucking industry, relating specifically to truck tires.

If it would meet with your approval and convenience, I would appreciate an interview in Detroit, the time being satisfactory to your schedule. However, if this request tends to be an imposition on your time, I will gladly arrange to be in Washington at the earliest and most convenient time you may grant me.

My initial discussion will approximate two hours time and further developments can be arranged to suit your desire.

I am looking forward to meeting you personally and I sincerely hope you may grant my request for the above appointment.

Respectfully,

R. C. Allen

R. C. Allen

Murphy General Tire Co.
Cor. Perkins & Campbell St.
Sandusky, Ohio
Ph. Main 6-1181

Press Intelligence, Inc.
WASHINGTON 1 D C

GARDEN CITY (L.I., N.Y.)
NEWSDAY

Circ.: e. 305,958

Front Page | Edit Page | Other Page: 99

Date: JUL 18 1960

ADMINISTRATIVE FILE
Allen, Steve
X
X

Heads and Tales

By Jack Altshul

1 Steve Allen and the Mob

Almost eight or nine years ago, a young television entertainer named Steve Allen was preparing to go on his nightly show with a panel that was about to discuss gangsterism and racketeering in New York City. Allen, who does extensive research on any subject in which he becomes interested, had found crime particularly fascinating ever since he read about a milkman who owned a Teamsters local and ended up with none of his hunches intact. The week before the program was scheduled to go on, the lanky performer found himself deluged with phone calls. One was from a former district attorney. Another was from one of the city's leading clothing manufacturers. The final one was from the manager of one of the nation's most widely known comedians. All had in mind one point that they wanted to impress on Steve Allen: Do not use the name of Benny Levine on the program. Benny had come to Allen's attention out of the files of the then-existing New York City Anti-Crime Committee, which pointed him up as a graduate of the Murder Inc. mob, a noted lurer in shakeups between racket unions and the garment industry, and a mysterious friend of the city's leading politicians.



Jack Altshul

At first, Allen resisted the advice, and plunged on using Benny's name. But then, he began to get pressure from his station, which warned about libel and other dangers. Finally, he decided he'd go on with the program, not naming Benny, but calling him Mr. X. Three days later, his studio was saturated with stink bombs thrown by a pair of locals.

Allen isn't on television any longer because he feels that he's been exposed to the medium for too many years and besides, he'd rather make pictures with his wife, Jayne Meadows. But he never lost his interest in organized crime nor his belief that people should be made aware of the underworld syndicates' grip on so much of the nation's life. I met him at a Hollywood party last week in connection with some convention reporting, and he told me he'd recently clipped a piece from Newsday telling about Benny Levine's trouble with the feds, who have accused him of plying a multimillion dollar narcotics racket. For several years, Allen had been communicating with my confrere Bob Greene, the paper's crime expert, to keep up to date on what the hoods were doing. Keeping up to date—whether it is on crime, philosophy, religion, nuclear warfare or capital punishment—is Allen's hobby. Whenever he reads an informative piece on any of his favorite subjects in a newspaper or magazine, he makes a photostat and mails it to a list of 150 friends, many of them in show business.

He invited us to discuss the hobby further at his home. And the next day, Greene and I were there, fascinated by his huge library and the amount of effort he expends to keep people informed. "I don't expect to cure any ills," he says, "but at least more people know what is going on than they did before, and we can always start a chain reaction if things really get bad."

A gentle soul who finds it impossible to deal in false heads, Allen is one of the most versatile talents ever to hit Hollywood. Comedian, actor and ofttimes offbeat humorist, he is a fine pianist and a composer with a number of hits. He has written three novels, a number of short stories, dozens of poems that made the literary magazines, and recently polished off his autobiography. Currently, he is working on a number of long-playing records and his new job as head of a production company, which already has made one film, in which he co-stars with his wife. He has also finished an original screenplay, which he will produce with Orson Welles. And yet, he finds time to remain an intellectual and gets frequent invitations to speak at colleges on nuclear warfare and on capital punishment (he was a member of the Caryl Chessman committee working for commutation of the rapist's execution).

And he also finds time for the continual expansion of his library, which is divided into a section of written works and one of black-bound volumes of clippings on his favorite subjects. Jayne told us that she'd gotten used to his delving into matters criminal, although a few years ago, they'd had some threats over the phone. "But when I stopped to think of all the dangers my folks faced when they were missionaries in China," she said, "I stopped worrying." Her husband didn't look worried, either. He was too busy.

Newsday

ADMINISTRATIVE FILE

Alliance for Integration and Dignity

October 20, 1960

Mrs. Irving Rosenberg
10 Hill Street
Newark 2, New Jersey

Dear Billie:

Thank you for your letter of October 11th and the copy of your letter to Hoffa, both of which I received.

I am really glad everything has worked out so well on your program. It deserves all the assistance it can get. Don't worry about the bill on the truck, just send it to me.

Yours truly,

H. J. Gibbons, Secretary-Treasurer
CENTRAL CONFERENCE OF TEAMSTERS

HJG/pt

GREATER NEWARK

Alliance for Integration and Dignity

10 HILL STREET • NEWARK 2, N. J.

TELEPHONE MARKET 3-0745

Oct. 11, 1960

CHAIRMAN
Mrs. Irving Rosenberg

CO-CHAIRMAN
Rev. Homer I. Tucker
Morton L. Erwin

ADMINISTRATIVE ASSISTANT
Mrs. Betty Dean

TREASURER
Rev. J. Sanford Lonsinger

SECRETARY
Mrs. Constance Woodruff

☆

STEERING COMMITTEE
King Burns
Mrs. Philip Josephson
James A. Pawley
Daniel S. Anthony
Steve W. Duncan
Mrs. H. A. Bates
Brant Cooperamith
Miss Josephine Jackson
Rev. Edgar G. Thomas
Al Loewenthal

Dear Hal,

I'm sure you remember our phone conversation about the program we planned for collecting food, clothing and money for Fayette and Haywood Counties, Tenn., and your very generous response that we should arrange for all trucking needed, and that the Teamsters Union would be glad to help in this tragic situation.

I subsequently learned that Teamsters Local 945 thru Mike Ardis, had cooperated with local organizations in Passaic County, and had provided all the local trucking for pickups and the trailer-truck for Tenn. He contected Joe Biancardi and Henry Garred of Teamsters local 97 for me.

Hal, believe me, I cannot begin to express my appreciation of these two swell guys. From the minute I talked to them about my need for help, they were with me all the way. They went to a great deal of trouble to provide for the many local pickups that had to be made, and they centributed the trailer-truck--not for one trip--but for two. The response from the churches, YMCA, and other organizations in this community, was overwhelming. When I hesitatingly suggested to them that one trailer might not be enough, without batting an eye--they said "whatever you need--we'll help".

Incidentally, aside from their generosity and wonderful cooperation, I enjoyed being with them as individuals. They are just grand. I might add that I asked Joe Biancardi to speak at the rally that we held in Lincoln Park on Saturday, and his was a most effective speech, expressed with warmth and sincerity, and was very enthusiastically received.

However, Hal, I just didn't have the nerve to impose on them any further--I think they would be annoyed with me if they knew--but I had to hire a truck to pick up the load from CORE in N.Y.C. Marvin Rich

GREATER NEWARK

Alliance for Integration and Dignity

10 HILL STREET • NEWARK 2, N. J.

TELEPHONE MARKET 3-0745

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CO-CHAIRMAN
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Steve W. Duncan
Mrs. H. A. Bates
Brant Coopersmith
Miss Josephine Jackson
Rev. Edgar G. Thomas
Al Loewenthal

told me that you had O.K.'d it. I don't have the bill yet--and I don't know if it is more than one truckload--but I'm sending you this bill--o.k?

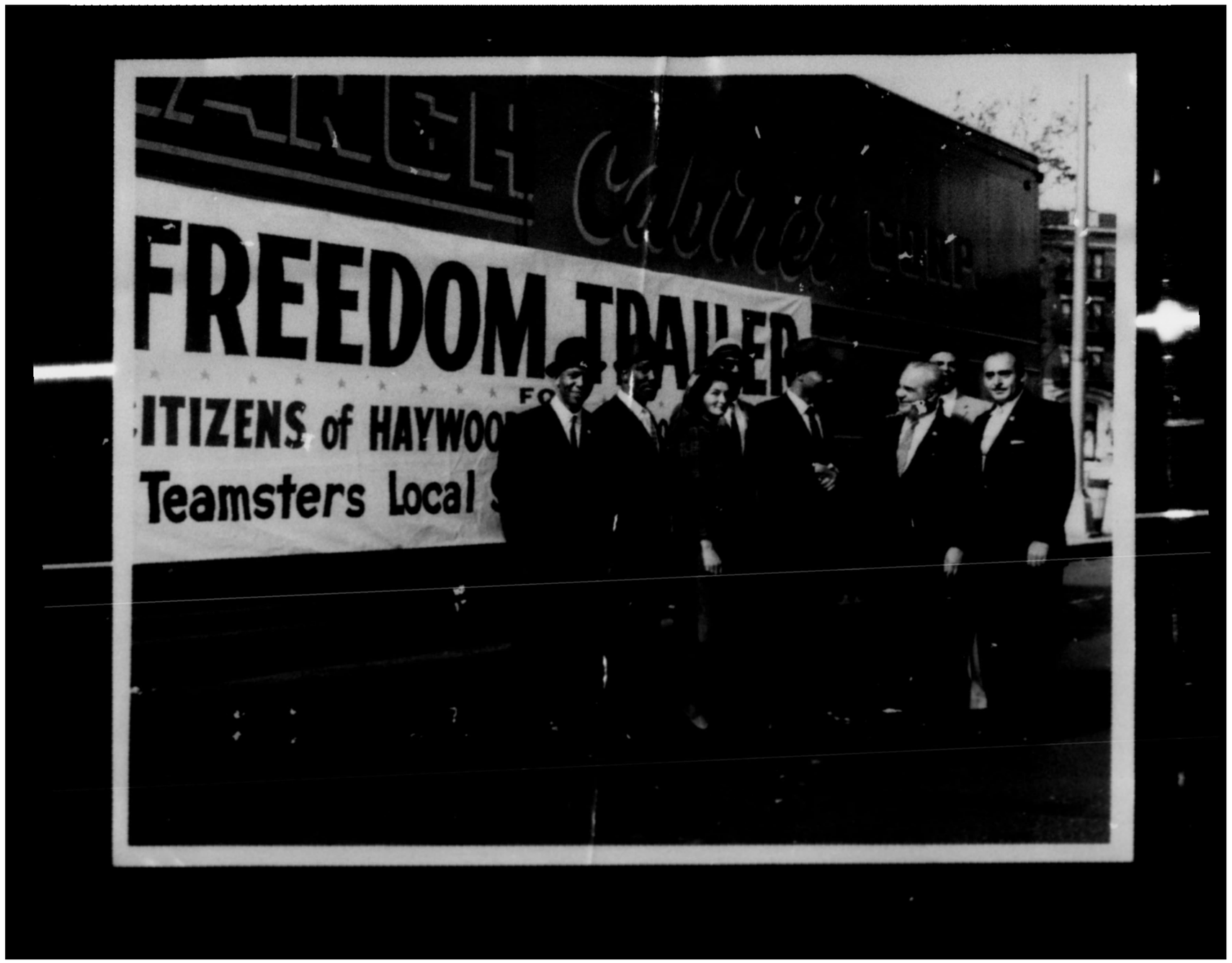
And so, all I can say is--as for me, I'm glad you decided to join the Teamsters after D.D.T. Thanks a million.

Love,

Bill

I am inclosing a picture showing the trailer and from left to right--Calvin Cestling, Bill Jackson, me, Leon Fleming, Mr. John McFerrin of Fayette Co., Tenn., Joe Bisnoardi, Chester Holmes, E. Henry Garred, all of Local 97. Of course, we took the sign off before it left town.

I hope you don't mind my sending a letter to Mr. Hoffa, expressing my appreciation to Local 97.


FREEDOM TRAILER
ITIZENS of HAYWOO
Teamsters Local

This is an introduction to Allied Abilities Incorporated, a privately owned Company dedicated to the employment of handicapped persons.

We feel that gainful employment not only helps handicapped persons to gain self respect but enables these people to be tax paying citizens and to lessen the relief load of the Communities concerned.

Purpose of Allied Abilities

Out of approximately 600,000 people who are handicapped in varying degrees in the state of Michigan, there are 50,000 presently gainfully employed in one form of work or another.

This balance of unemployed handicapped persons contains a large number of employable workers with some kind of ability that Allied Abilities could employ in any number of trades.

The increased purchasing power of gainfully employed handicapped people would rise, from an average of six dollars and forty-seven cents ($6.47) per week in relief payments, to an average of fifty-seven dollars ($57.00) per week or more in wages earned.

Every industrial leader is interested in the increase of the consumer market and so believe that Allied Abilities can do its share of providing more buying power.

Our purpose is that the handicapped may become a useful link in Society.

Future of Allied Abilities

The present Allied Abilities Plant is located in Pontiac, Michigan. Our future goal is to locate plants throughout the state in areas where we can best serve in the employment of handicapped persons.

"Hire the Handicapped - It's Good Business"

Much has been said in recent years about hiring the handicapped. Possibly, you have handicapped persons working in your company and realize that there are problems where one person's disability has to be compensated for by another's ability. Handicapped people understand each other's disabilities, and are willing to lend a helping hand to a fellow employee when asked to do so.

Thus, we believe we can follow up the hiring of the Handicapped at a greater rate of success than Industry employing both handicapped and non-handicapped persons where a lesser degree of cooperation may exist between these two classification of employees.

The Management

The Business Manager of Allied Abilities, Mr. Robert Ibaugh, himself recently handicapped by blindness, is adaquate and proven for handling all kinds of automotive and aircraft manufacturing and engineering.

The co-owner, Mr. Charles Reid, is a man of twenty years experience as a welding technician.

With this caliber of leadership, Allied Abilities future is in good hands. However, this kind of leadership alone is not enough to make a success of our projent in handicapped employment.

The key to its success is the cooperation of your concern along with the cooperation of all industry.

The kind of work we will be handling will include: Design Engineering light machine operations, assembly and packaging, and production welding.

Other types of work will be discussed with you at your earliest possible convenience.

Dear Brother President
I am sending this to you
because I think you can help
us get started in this for the
Handicapped people we would
more than appreicate any Information
or Donation that you might be
able to give us. We are located
in Portiac Mich we have a
Checking account at portiac State
Bank.

over

THE PONTIAC PRESS,

New Business, 'Allied Abilities,' Will Give Jobs to Handicapped

By HARVEY ZUCKERBERG

"On Sunday, I had a cold coming on. Monday I had the cold. Tuesday, I woke up blind."

That was three years ago when Robert Ibaugh, 44, was in his prime as a senior project engineer of guided missile work in California.

He tells his story because he wants to help the handicapped people in the Pontiac area.

It is not charity he intends to provide. He has distaste for the word. He is not asking for charity from fellow taxpayers. Ibaugh has definite views on that score.

"Many handicapped people start to depend on charity after being on it so long. We are going to take them off charity, give them jobs, union wages and the self respect that goes with it. The taxpayers will be relieved of the burden if these handicapped people can work."

Ibaugh and a friend, Charles Reed, a welder at General Motors Truck and Coach Division, are starting the only privately-owned, profit-making business dedicated to the employment of handicapped persons in Michigan.

The location they have picked is at 286 S. Saginaw St.

* * *

Called the Allied Abilities Co., the firm will take manufacturing work jobbed out from industry and other business in the area.

Of the 800 handicapped persons in Oakland County, Ibaugh says every skilled and unskilled job necessary for his operation is represented and available.

"We will do any bench assembly work, including repairs, packaging, precision winding, design engineering and all the jobs that go into light machine operations and manufacturing. We will operate like any other profit making company and only ask that we be given a chance to seek the work. We will bid on any job.

"We aren't asking for favors, special considerations or charity."

Ibaugh draws the distinction between his company and the other organizations presently operating in Michigan that employ handicapped persons.

"What these shelters are doing is fine," he says, "but they all are charitable organizations. As such, every week goes maybe not more than 30 cents an hour. There is no respect in that and there is no respect to know you are subsisting on charity."

The founders are looking for a break, however, just as any new enterprise would hope for. Ibaugh and Reed haven't received their first job order yet. They are hoping that this story will make known their existence so they may be contacted for work and given the chance to bid.

They have to get the jobs first before they can get the necessary equipment and call the handicapped to work. The more jobs they get, the more handicapped people they can take off the dependent rolls.

* * *

"We feel that gainful employment not only helps handicapped persons to gain self respect, but enables these people to be tax paying citizens and to lessen the relief load of the communities concerned," Ibaugh says.

* * *

The increased purchasing power of gainfully employed handicapped people would rise, from an average of $6.47 per week in relief payments, to an average of $57 per week or more in wages earned.

"Every industrial leader is interested in the increase of the consumer market. We believe that Allied Abilities can do its share of providing more buying power. We chose Pontiac as a starting place because of this city's great business potential."

Ibaugh says service clubs have assured support and also the Pontiac Area Chamber of Commerce, He has the endorsement of the Mayor's Committee for the Rehabilitation of Handicapped Persons.

The company's profits will go toward the establishment of a research and development center for the handicapped.

A member of the American Society of Tool Engineers and the American Institute of Industrial Engineers Ibaugh will be business manager of the company. He lives at 133 North Clark Lake Rd., Brighton.

Co-owner Reed makes his home at 150 Briscoe St., Pontiac.

ADMINISTRATIVE FILE
Allied Charities of Detroit
X Walters, Don
X Contributions

December 21, 1959

Mr. Don Walters
Allied Charities of Detroit
522 King Avenue
Detroit 2, Michigan

Dear Mr. Walters:

With reference to your letter of December 12, 1959, I should like to do as much as possible to help the charities you stand for but until such a time as the Justice Department makes a ruling on contributions from union funds, we are unable to move.

I suggest you contact the Department of Justice and see what ruling you can get on this matter.

Sincerely yours,

James R. Hoffa
General President

JRH/mr
JK

Allied Charities of Detroit

a michigan non-profit corporation

TEmple 1 0062

268 ELIOT STREET
DETROIT 1, MICHIGAN

FIRST BOARD OF DIRECTORS:
DON WALTERS
president
LEON WALLACE
executive vice president
ASA CANADIA
vice president - coordination
ATTY. RALPH OSBORNE
vice president - designate
JUNE BROWN
secretary
ATTY. JAMES MILLS
treasurer
SAMUEL NEAL
DR. ROBERT GREENIDGE
HON. WADE McCREE, JR.
ESTHER LAMARR
REV. H. H. BONNIWELL
WILLIAM (BILL) MATHEY

December 12, 1959

Hon. James R. Hoffa
General President
25 Louisiana Ave. N.W.
Washington 1, D.C.

Dear Mr. Hoffa:

I assure you, that I am more dedicated to the Welfare of the Needy Families in our community, than I am concerned over any fat, Publicity seeking, Politician serving on some committee in Washington, D.C. For that reason, at a Testimonial Dinner given in honor of Elsie Gilmore, December 9th, 1959, I talked with both, Senator McNamara and Senator Hart, about your most recent communication.

In my conversation with them, I pointed out that these families who are forced to suffer the pangs of hunger because of some silly Law passed by Congress, are the same people to whom I have to make an appeal in order to get Democratic Votes to send them back to Washington. (I am Chairman of Ward 3, 13th District).

Both Senators tried to explain that the Kennedy-Landrum-Griffin Bill did not apply in my case. And that an interpretation of the Controversial Law would soon be handed down. However, I assure you that we, of Allied Charities , do not in the least, doubt the integrety of your letter.

We thank you for the kind consideration of your letter, and if there is ever anything that I can do for your organization, please let me know.

Yours Sincerely,

Don Walters

Don Walters
522 King Avenue
Detroit 2, Michigan

ADMINISTRATIVE FILE
Allied Charities of Detroit
X

December 7, 1959

Mr. Doo Walters, President
Allied Charities of Detroit
268 Eliot Street
Detroit 1, Michigan

Dear Mr. Walters:

I have your letter of November 27th in which you request consideration for the current drive of the Allied Charities to provide Christmas food, clothing and toys for needy families in Detroit.

Please be assurred that I, personally and our organization is completely in accord with the objectives of your organization, and the work you are undertaking, and under ordinary circumstances I am certain our Union would want to participate in this worthwhile endeavor. However, the enamies of Labor have recently passed a Kennedy-Landrum-Griffin Bill through Congress which makes it illegal for my organization to expend money for any purpose except on behalf of the members of the Union. Because of this, we are unable to participate in any charity drive, and must, therefore, turn down your appeal.

Refretfully yours,

James R. Hoffa
General President

JRH/yk

5

Allied Charities of Detroit

a michigan non-profit corporation

TEmple 1-0062

268 ELIOT STREET
DETROIT 1, MICHIGAN

November 27, 1959

FIRST BOARD OF DIRECTORS
BON WALTERS
president
LEON WALLACE
executive vice president
ASA CANADIA
vice president - coordination
ATTY. RALPH OSBORNE
vice president - designate
JUNE BROWN
secretary
ATTY. JAMES MILLS
treasurer
SAMUEL NEAL
DR. ROBERT GREENIDGE
HON. WADE McCREE, JR.
ESTHER LAMARR
REV. H. M. ROBINSON
WILLIAM (BILL) MATNEY

Hon. James R. Hoffa
25 Louisiana Ave.
Washington 1, D.C.

Dear Mr. Hoffa:

We have heerd about the many wonderful things you and your organization have done to promote the welfare of the less fortunate, until we decided to appeal to you for help. Under ordinary circumstances, we would not bother you, because of your busy schedule. However, the neeessity for this project is so urgent that we make a personal appeal to you for help.

Allied Charities of Detroit is now in the midst of its Annuel Christmas Program. Each year we provide food, clothing and toys for hundreds of needy families in Detroit. Our 1959 Goal is to provide these necessities for one thousand families.

Allied Charities is a non profit, tax exempt, charitable organization and is chartered by the State of Michigan, whereby all donations made to us may be deducted for Income Tax purposes. Each year we initiate a City Wide Clothing Drive asking for old clothes and toys, and in conjunction with our Clothing Drive, we also make an appeal for funds to provide Christmas baskets and turkeys for needy families. We are endeavoring to place a Contract with the A&P Super Market Chain for one thousand baskets and turkeys at the rate of ten dollars ($10.00) per basket, or ten thousand dollars.

Any consideration you might give us will be highly appreciated. As I assure you that were it not for Allied Charities, hundreds of children would be without a Christmas each year.

Allied Charities of Detroit

a michigan non-profit corporation

TEmple 1-0062

268 ELIOT STREET
DETROIT 1, MICHIGAN

FIRST BOARD OF DIRECTORS

DON WALTERS
president

LEON WALLACE
executive vice president

ASA CANADAY
vice president - coordination

ATTY. RALPH OSBORNE
vice president - designate

JUNE BROWN
secretary

ATTY. JAMES MILLS
treasurer

SAMUEL NEAL
DR. ROBERT GOODRIDGE
HON. WADE McCREE, JR.
ESTHER LAMARR
REV. M. M. ROBINSON
WILLIAM (BILL) MATNEY

Our Cases are selected from applicants who write to the Michigan Chronicle, the Pittsburgh Courier, or Radio Station WCHB. Others are sent to us by the Welfare Dept. of the City of Detroit. With the explsination that although they provide food to these families, their budget cannot afford to give them anything extra for Christmas for their children.

We receive no assistance from the Torch Drive, or from Taxes. Therefore, we have to depend entirely upon the generosity of the people who contribute to our program. All contributions should be made payable to Allied Charities of Detroit, and mailed to P.O. Box 2093, Detroit 31, Michigan. Or you may send your check to the Michigan Chronicle, 268 Eliot Street, Detroit 1, Michigan. The Pittsburgh Courier, 3935 John R. Street Detroit 1, Michigan, or Radio Station WCHB, Inkster, Michigan.

We sincerely hope that you will remember us in your budget this year.

Sincerely,

Don Walters

Don Walters
President



DON WALTERS, president of Allied Charities, accepts a substantial check from Dr. C. W. Preston to kickoff the organization's 1959 Christmas basket drive. Dr. Preston was the first donor.

Allied Charities Set for Charity Drive

Allied Charities kicks-off its annual Christmas-baskets-for-needy-families project Wednesday, Oct. 14.

Don Walters, president of Allied Charities said the organization aimed to raise $10,000 in order to distribute 1,000 baskets during the Christmas season.

[illegible] is valued at $10. In '58 Allied Charities gave grocery baskets and clothing to more than 800 families.

This is the fifth year that the organization, a non-profit group, has undertaken a project to distribute baskets and clothing at Christmas time.

The names of needy families are secured from the Welfare or public assistance agencies or from names submitted to the Michigan Chronicle.

Walters said Allied Charities was a coordinating agency for all clubs or civic groups interested in "spreading goodwill" where it is needed at Christmas time.

Some of the people who have worked with the organization include Leon Wallace, Mrs. Esther LaMarr, Mrs. Lillian Hatcher, Mrs. Quetta Brinkley, Judges Wade McCree and Elvin Davenport, Dr. Alf Thomas, Dr. Robert Greenidge, Asa Canadia, Rev. H. N. Robinson, Rev. Carlyle Stewart, Dr. Ralston Mitchell, Atty. James Mills, and numerous others.

Present officers of Allied Charities are: Walters, president; Samuel Neal, vice; Charles Northern, secretary; Shirley Hill, financial secretary; Randolph Wallace, treasurer; Sunnie Wilson, coordinator; James Riley, who had headed the clothing drive.

Other members planning this year's project are Thurna Putnam, Roy Sproule, Olivia Swanson, Burney Putnam, Theodore Gardner, Ellis Isom, and Annette Woodson.

Needy families are asked to write to the Michigan Chronicle.

ADMINISTRATIVE FILE

Allied Florists Association
of Illinois
X Tobin, Daniel J.
X 8 724

November 23, 1955

Mr. Hubert J. Wolfe, Executive Secretary
Allied Florists Association of Illinois
1313 West Randolph Street
Chicago 7, Illinois

Dear Mr. Wolfe:

This will acknowledge your letter of November 17, addressed to our General President.

There is no disposition on the part of this International Union or its affiliated bodies to discourage the sending of flowers in connection with funeral services. However, we feel that we must respect the wishes of the family and in the instance of Daniel Tobin's death the family specifically requested that flowers be omitted to the extent that we could possibly notify our organizations.

It is the desire of our International Union to set up some kind of perpetual memorial to our deceased President Emeritus, and the family is in accordance with this plan. Mr. Tobin gave most of his life to the guidance of our Teamster International and it is our feeling that it is most appropriate that we perpetuate his memory under some plan yet to be formulated.

Let me assure you that we are ever mindful of the importance of patronizing those organizations with which we have contracts and who employ our personnel. I trust that this letter will adequately explain our position in relation to the question raised in your letter.

Sincerely yours,

FROM THE OFFICE OF
DAVE BECK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS
P-2000

Office of Hubert J. Wolfe, Executive Secretary, 1313 West Randolph Street, Chicago 7

Telephone: MOnroe 6-1818

November 17,1955.

Mr. Dave Beck,
International General President,
International Brotherhood of Teamsters,
Washington, D.C.

Dear Mr. Beck:

Members of Local No. 724 (Chicago), among them many Owner-members, have asked me to convey to you their distress for the decision to omit flowers at the funeral of the late Dan Tobin.

It is too early to be quite clear on the significance of the decision, but florists throughout the nation will be doubtless alarmed at the implications.

Probably it has not been brought to your attention before, but some 70 per cent of the florists' business is in remembrances sent to to funerals. Any trend to omit flowers is a dangerous threat to the livelihood of florists, and this is the deepest problem of our industry.

Locally, the news was particularly distressing, as florist-drivers in the Chicago area were organized by Local No. 724, and in later years the Local embraced our greenhouse employees and store owners, and our artist-designers in flower shops and some owners. Our relations have been mutually pleasant throughout, and your Local Officers and Business Agents have been in understanding sympathy with the florists' problem of "Please Omit." The writer has personally presented the facts on "Please Omit" to your Officers of Local No. 724 at our annual negotiations, and previously has presented to them the grateful thanks of our Industry for the support to flowers generally by Organized Labor. 30 years ago

I sincerely regret the occasion for bringing this matter to your personal attention.

Very truly yours,
Hubert J. Wolfe, Executive Secretary

Hubert J. Wolfe

More than 1,400 Florists in Illinois and 700 Out-of-State Florists are members of the Allied Florists' Association — a cooperative organization chartered in 1920 under the Illinois Non-Profit Corporation act.

ALLIED FLORISTS

DON W. SAVILLE, President
1713 Sherman Ave., Evanston, Ill.
UNiversity 4-0432

FRED L. MARQUARDT, Vice-Pres.
Addison, Illinois
TErrace 4-2537

EUGENE R. DRAMM, Treasurer
c/o Dramm's Greenhouses, Elmhurst, Ill.
TErrace 4-0047

ADMINISTRATIVE FILE
Allied Industrial Research
Consultants, Inc.
Ballantine, P. and Sons

May 3, 1955

Mr. Thomas E. Flynn, Chairman
Eastern Conference of Teamsters
100 Indiana Ave., N.W.,
Washington, D.C.

Dear Sir and Brother:

An APRI Enterprises- affiliate
of Allied Industrial Research
Consultants, Inc.

The enclosed photostatic copy of letter dated May 2nd is forwarded for your attention and appropriate action.

Fraternally,

RLG:b
encl

Robert L. Graham, Assistant
to the General President

FROM THE OFFICE OF
DAVE BECK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS

NEW YORK WASHINGTON CHICAGO LOS ANGELES

from Jim Flynn

ALLIED INDUSTRIAL RESEARCH CONSULTANTS, INC.

CABLE ADDRESS "ALPUBRA" NEW YORK

787 FIFTH AVENUE · NEW YORK 22, N. Y.
ELDORADO 5-6600

May 2, 1955

Mr. Robert Graham
International Brotherhood of Teamsters
100 Indiana Avenue, N. W.
Washington 1, D. C.

Dear Mr. Graham:

APRA Enterprises, Inc., an affiliate of Allied Industrial Research Consultants, Inc., has begun a unique sales promotion for one of its clients, P. Ballantine & Sons of Newark, New Jersey.

This promotion consists of a "royal carriage" drawn by two horses and driven by two appropriately costumed coachmen. Riding in the seat of the carriage is a person costumed to represent "King Ballantine".

The sales promotion takes place when the carriage pulls up in front of a dealer's establishment, tavern, restaurant or grocery. The "King" steps down from the carriage and presents a certificate to the dealer making him a "subject of the Royal Court of King Ballantine". While this ceremony is taking place, one of the coachmen takes a photograph of the "King" and the dealer.

This promotion started in Miami, Florida on November 15, 1954 and is continuing in that state until May 6. We hope to repeat the promotion in Washington D. C. on May 10 for a period of sixteen days.

APRA Enterprises, Inc. has purchased a tractor-trailer to transport the unit in and between cities. This trailer has been especially constructed to adequately carry the coach, horses and personnel used in this promotion.

(more)

Affiliates ALLIED PUBLIC RELATIONS ASSOCIATES
WASHINGTON INDUSTRIAL RESEARCH CONSULTANTS

TO: Mr. Robert Graham PAGE TWO

The driver of this trector-trailer unit has been employed to serve as a livaried coachman and photographer in addition to his on-the-road driving duties. He is the only person in the unit who is qualified to drive the tractor. This man was located and employed by APRA Enterprises, Inc. in Miami where this promotion began.

He is Norman J. Hennessy of 1035 North West 143rd Street, Miami. He is 26 years old and single. Prior to his four year Army service as a first lieutenant, he was a tractor-trailer driver for Winston Cogswell in Haverhill, Mass. After his seperation from the service, he was employeed as a truck driver by the Miami Welding Company and the Allied Equipment Company both of Miami. Immediately before joining our organization, he was employed as a checker for the Crandon Wholesale Drug Company also in Miami.

Our plans after Washington are:

MAY 28 TO SEPTEMBER 1

New York metropolitan area including Westchester County, Long Island, Newark, Passaic, Morristown, and other communities within this area. We also plan to use the rig in Boston and other New England areas during this period.

We have not established any definite dates beyond the closing in Washington D. C. and the start in the New York area. As soon as these dates become more definite, we will keep you advised.

Because of the unique character of the job that Mr. Hennessy is called on to perform; actor, coachman, photographer and tractor-trailer driver plus APRA's ownership of the tractor-trailer as a separate and distinct operation within it's normal business activity, a request is made of the International Brotherhood of Teamsters to clear this vehicle for operation by Mr. Hennessy within the areas listed above.

Sincerely,

LW:na

Laurence Witten
Vice-President

ADMINISTRATIVE FILE
Allied Photo Service
Corporation
X

October 8, 1962

Allied Photo Service Corporation
47 West 63rd Street
New York City, New York

Gentlemen:

All of the proofs are returned herewith and I am sorry to advise you that I do not like any of them well enough to proceed with the finished product.

Very truly yours,

James R. Hoffa
General President

JRH/alb
Encl

ADMINISTRATIVE FILE ✓
Allman Company, Inc.
X Public Relations

THE ALLMAN COMPANY, INC.

FREE PRESS BUILDING, DETROIT 26 • WOODWARD 2-8750

March 18, 1955

Mr. Einar Mohn
Vice President
International Brotherhood of Teamsters
100 Indiana Avenue, N. W.
Washington 1, D. C.

Dear Einar:

You will recall my letter of a short time ago about the enclosed advertisement which appeared in the Saturday Evening Post - one of the Fruehauf - A.T.A. Foundation series.

1000 copies of this message in poster form - quite a bit larger than this reprint - were shipped to you a few days ago by the Tri-Craft Press of Detroit and I hope they have been received at your office.

We certainly want to thank you for your willingness to distribute these posters to your various union halls and in any other way that you think will be helpful to the cause.

I have also sent quite a quantity of these posters to James Hoffa here in Detroit.

This cooperation on your part will be deeply appreciated by Roy Fruehauf and everybody else in the Fruehauf organization I can assure you - and with kindest regards, I am

Sincerely,

L. C. Allman
President

jld

enc.



Helping Hand of the Highway

GO where you will — *when* you will — the one man you can always depend on to help you when you're in trouble on the highway is the truck driver.

Yes, he's the one who stops when you're out of gas, or have a flat tire, or are stuck in the mud. He's the one who lends a hand when others pass you up. He's the gentleman of the highway, your helping hand when calamity strikes.

See how a cross-section of motorists feel about the treatment they've had at the hands of America's truck drivers — as recorded in actual letters received by truck operators referring to road-life incidents.

A Godsend

"Our car broke down in the country and your driver was certainly a Godsend. He towed us to the nearest town, where we had the car fixed. There should be more people like him in the world . . ." — Mr. and Mrs. F. R., Leechburg, Pa.

Out of Ditch

". . . Your driver stopped and pulled me out of the ditch. Out of kindness he helped me more than I can express and I salute him!" — R. H. P., Spring Field Center, N. Y.

"Sure Am Grateful"

"I had run out of gas and was stranded when your driver stopped to help. He towed me a half mile or so to the nearest gas station. I sure am grateful for such generous service . . ." — W. D. S., Winston-Salem, N. C.

Double Duty

"Was taking my mother to the airport when I ran out of gas. Your driver stopped and, when he learned our predicament, drove to the nearest service station and sent someone back with gasoline for my car. The result was that I was able to get my mother to the airport in time. Can't thank you enough!" — Mrs. C. B., Westlake, Ohio.

Helped Sick Husband

"Our car went dead five miles out of Royce City with my husband lying ill on the back seat and me trying desperately to get him to a doctor. Your driver was kind enough to pull us into town, where we obtained medical attention. I can't thank him too much." — Mrs. T. A. T., Dallas, Texas.

Stuck

"My little girl took sick and we pulled off the road onto the shoulder to tend to her. The shoulder was very muddy and slippery and our car, which was heavily loaded, got stuck. Your driver came along, saw our predicament, and graciously came to the rescue, hitching his truck to our car and pulling us back on the pavement." — R. J. G., Rutland, Vt.

Gave Lift

"Yesterday my car broke down on the Oklahoma Turnpike. Your driver rescued me from this unfortunate situation by driving nine miles to a service station where he was able to make arrangements for a repair truck to tend to my car. I certainly am grateful for this good samaritan act." — W. W. B., Tulsa, Okla.

Heartwarming

"My husband and I were driving to St. Louis when our car began to overheat. One of your drivers came along and, seeing us parked on the shoulder, stopped to give us a hand. He discovered that our oil filter was loose and we were losing oil. He immediately tightened it, then guided us to the nearest gas station. It is heartwarming to know that truck drivers go out of their way to such an extent to help motorists like us out of trouble." — Mr. and Mrs. M. K., St. Louis, Mo.

◆ ◆ ◆

We join the thousands upon thousands of motorists who have experienced the helping hand of the truck driver in saluting these modern knights of the road. In addition to bringing us everything we eat, wear, or use, truck drivers do a lot to make our driving safer and more pleasant. They are your countless, unknown friends, ready to help you whenever and wherever you are on the highway!

American Trucking Industry, Washington 6, D. C.

ATA FOUNDATION INC.

Prepared in the Public Interest by
FRUEHAUF TRAILER COMPANY

This message — paying tribute to the truck drivers of America—appeared in The Saturday Evening Post of February 26, 1955, and is one of a series of full-page advertisements being published in the POST as a public service by Fruehauf Trailer Company.

ADMINISTRATIVE FILE ✓
Allman Company, Inc.
X Public Relations
X

February 15, 1955

Mr. L. C. Allman, President
The Allman Company Inc.,
Free Press Building,
Detroit 26. Michigan.

Dear Mr. Allman:

Mr. Mohn has asked me to acknowledge your cordial letter of February 11th, and the enclosures.

He was very pleased with the idea of the poster being displayed in the Local Union offices, and suggests that you send 1,000 to him at the above address in one bundle, and we will take care of the mailing.

Mr. Mohn will return to the City early next week and will write you further. In the meantime he sends warm personal greetings.

Berniece Heffner,
Administrative Assistant to Mr. Mohn

BH:b

FROM THE OFFICE OF
DAVE BECK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS

THE ALLMAN COMPANY INC.
FREE PRESS BUILDING, DETROIT 26 • WOODWARD 2-8750

February 11, 1955

Mr. Einar Mohn
Vice President
International Brotherhood of Teamsters
100 Indiana Avenue, N.W.
Washington 1, D.C.

Dear Einar:

Long time, no see - although I hear about you once in awhile from Walter Belson or Red Condon.

Yestarday I visited with Jimmy Hoffa about the enclosed advertisement - which is scheduled to run in the February 26 issue of the SATURDAY EVENING POST. You will see that this message is devoted entirely to impressing the public with the importance of the work done by the truck drivers of America.

We plan to enlarge this page to poster size - about twice the size of the enclosed reprint - and suggested to Jimmy Hoffa that it might be possible to post one of these posters in the halls of the various Locals. He readily agreed to this suggestion and said that he would be glad to cooperate - but he suggested that I bring the subject to your attention with the idea of supplying these posters in sufficient quantity so that at least one or two copies can be displayed in the halls of Locals throughout the country.

If this idea strikes you as having merit, will you please tell me how many posters will be required and the name of the man in your organization with whom I should deal?

Naturally, there will not be any charge for these posters - this expense is all taken care of by the Fruehauf Trailer Company.

I hope the enclosed advertisement will appeal to you as being constructive and that we will have an opportunity to cooperate with you as outlined above.

Incidentally, I am also enclosing a copy of a booklet in which is reproduced a talk that I made recently in Kansas City. I call your special attention to the material on pages 15, 16 and 17 - which certainly reflects great credit on the truck driver.

Also, while I am writing you, I might just as well enclose another booklet that has just come from the printer - which gives you the brief speech that Roy Fruchauf made last June at Tri-State College. I didn't write this speech and, therefore, I can say with good grace that I think it is an excellent message.

Will appreciate word from you at your convenience and, in addition, any ideas or suggestions that may occur to you for the good of motor transport will always be very welcome at this end of the line.

With kindest personal regards, I am

Sincerely,

F. C. Allman

jld

enc.

President



Helping Hand of the Highway

GO where you will — *when* you will — the one man you can always depend on to help you when you're in trouble on the highway is the truck driver.

Yes, he's the one who stops when you're out of gas, or have a flat tire, or are stuck in the mud. He's the one who lends a hand when others pass you up. He's the gentleman of the highway, your helping hand when calamity strikes.

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". . . Your driver stopped and pulled me out of the ditch. Out of kindness he helped me more than I can express and I salute him!" — R. H. P., Spring Field Center, N. Y.

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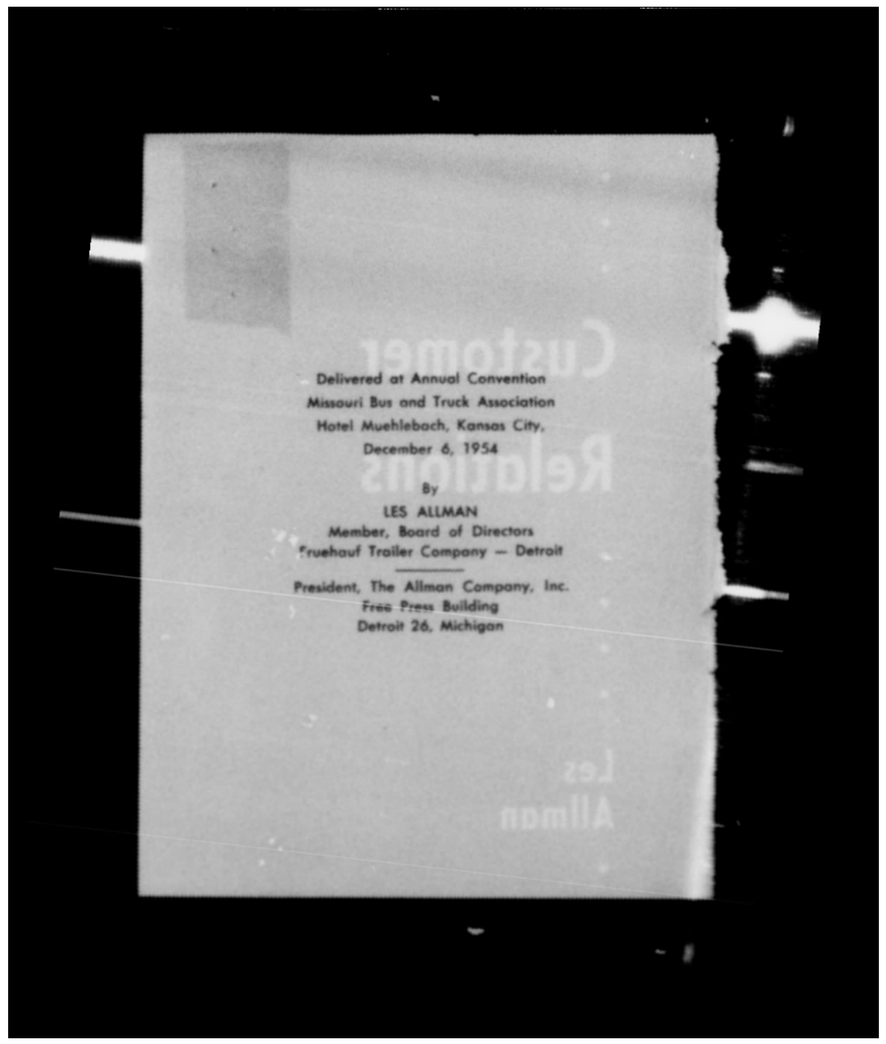
We join the thousands upon thousands of motorists who have experienced the helping hand of the truck driver in saluting these modern knights of the road. In addition to bringing us everything we eat, wear, or use, truck drivers do a lot to make our driving safer and more pleasant. They are your countless, unknown friends, ready to help you whenever and wherever you are on the highway!

American Trucking Industry, Washington 6, D. C.

ATA FOUNDATION INC.

Prepared in the Public Interest by
FRUEHAUF TRAILER COMPANY

A. T. A. Foundation Ad No. 4481
Saturday Evening Post.....Feb. 26, 1955
1 Page—2 Colors
From
THE ALLMAN COMPANY, Inc.
Free Press Building
Detroit Michigan

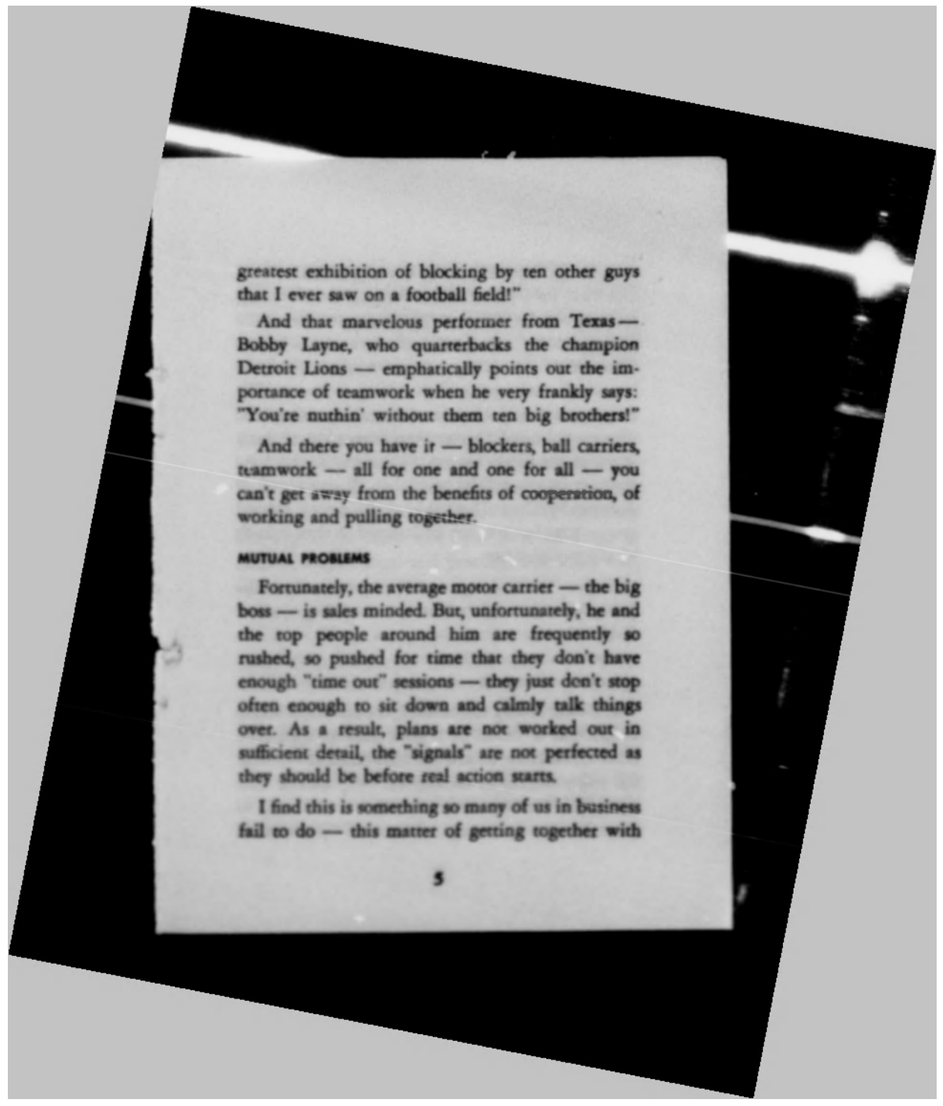


Delivered at Annual Convention
Missouri Bus and Truck Association
Hotel Muehlebach, Kansas City,
December 6, 1954

By

LES ALLMAN
Member, Board of Directors
Fruehauf Trailer Company — Detroit

President, The Allman Company, Inc.
Free Press Building
Detroit 26, Michigan



greatest exhibition of blocking by ten other guys that I ever saw on a football field!"

And that marvelous performer from Texas — Bobby Layne, who quarterbacks the champion Detroit Lions — emphatically points out the importance of teamwork when he very frankly says: "You're nuthin' without them ten big brothers!"

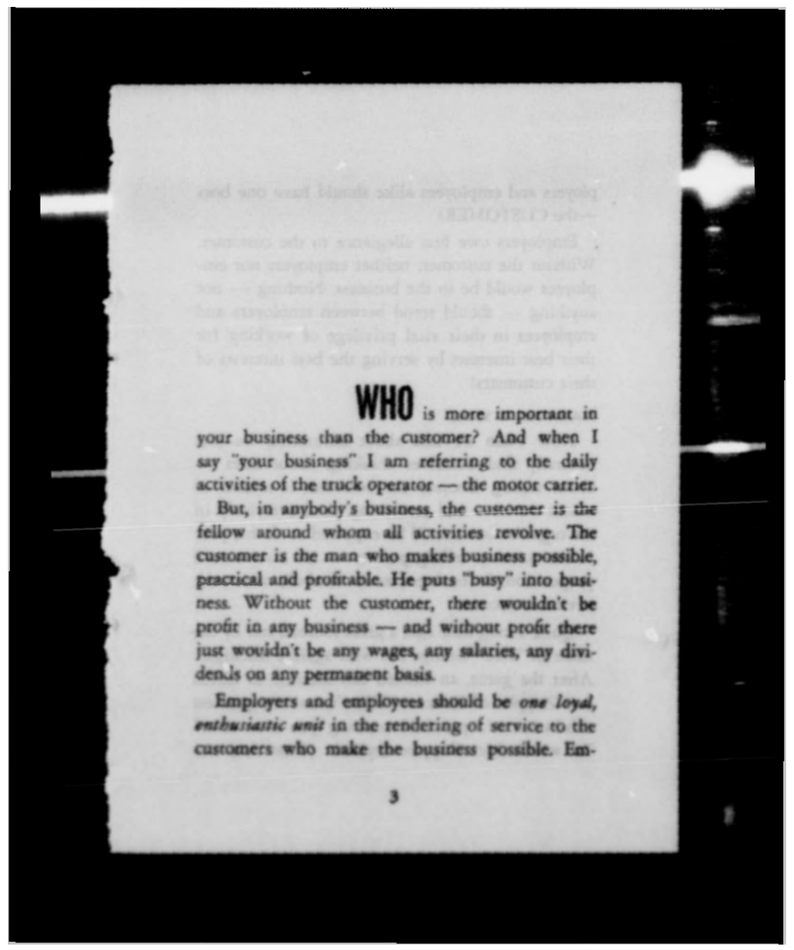
And there you have it — blockers, ball carriers, teamwork — all for one and one for all — you can't get away from the benefits of cooperation, of working and pulling together.

MUTUAL PROBLEMS

Fortunately, the average motor carrier — the big boss — is sales minded. But, unfortunately, he and the top people around him are frequently so rushed, so pushed for time that they don't have enough "time out" sessions — they just don't stop often enough to sit down and calmly talk things over. As a result, plans are not worked out in sufficient detail, the "signals" are not perfected as they should be before real action starts.

I find this is something so many of us in business fail to do — this matter of getting together with

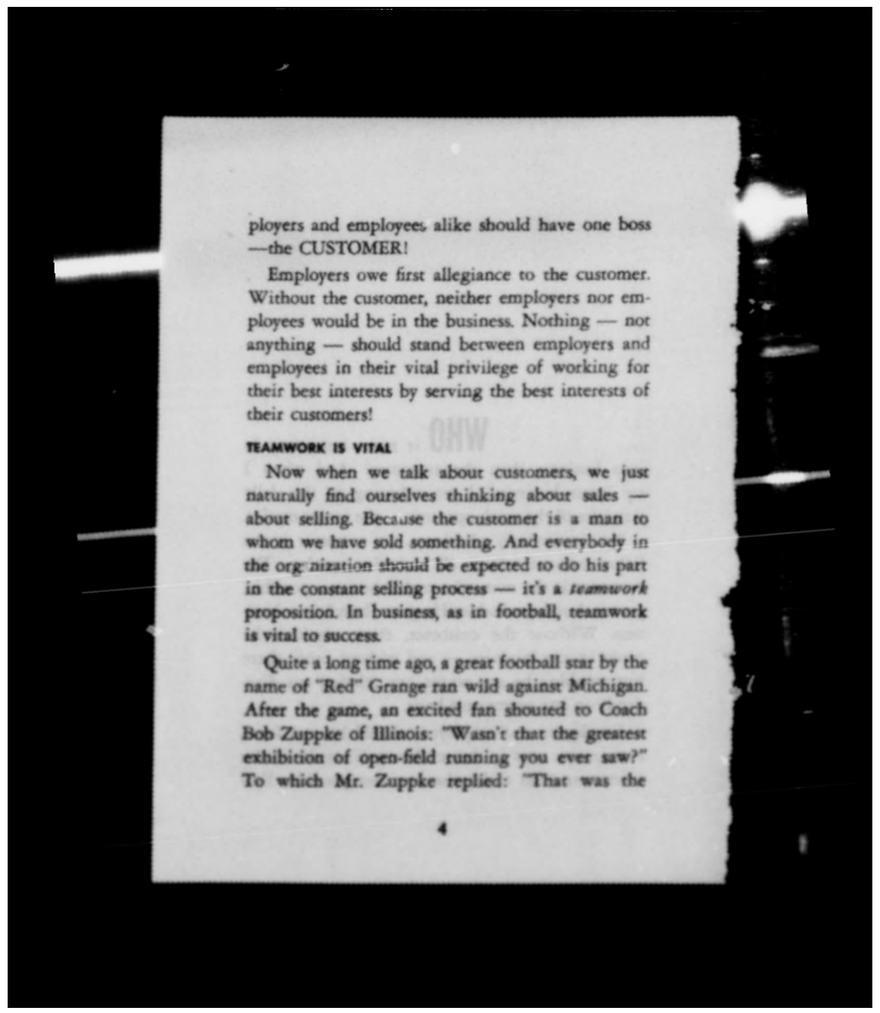
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WHO is more important in your business than the customer? And when I say "your business" I am referring to the daily activities of the truck operator — the motor carrier.

But, in anybody's business, the customer is the fellow around whom all activities revolve. The customer is the man who makes business possible, practical and profitable. He puts "busy" *into* business. Without the customer, there wouldn't be profit in any business — and without profit there just wouldn't be any wages, any salaries, any dividends on any permanent basis.

Employers and employees should be *one loyal, enthusiastic unit* in the rendering of service to the customers who make the business possible. Em-



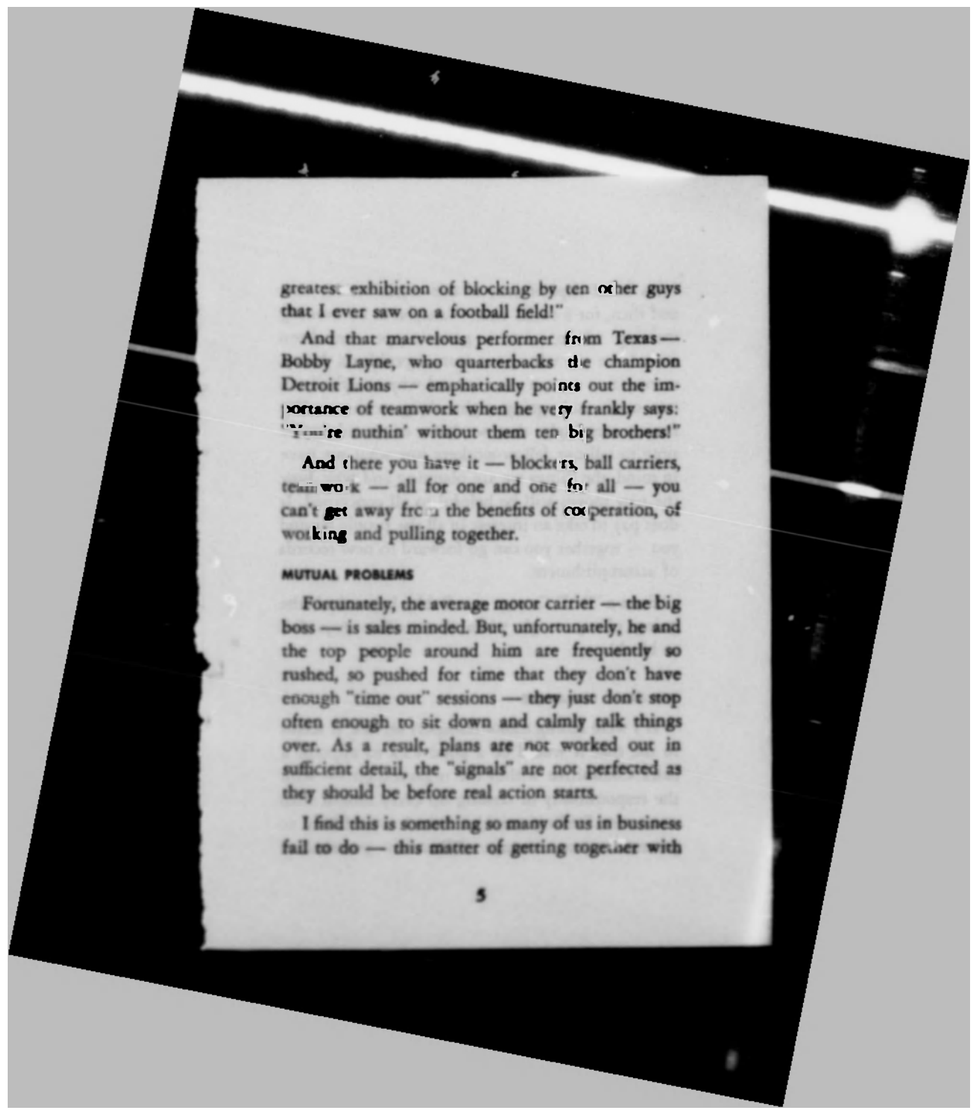
ployers and employees alike should have one boss —the CUSTOMER!

Employers owe first allegiance to the customer. Without the customer, neither employers nor employees would be in the business. Nothing — not anything — should stand between employers and employees in their vital privilege of working for their best interests by serving the best interests of their customers!

TEAMWORK IS VITAL

Now when we talk about customers, we just naturally find ourselves thinking about sales — about selling. Because the customer is a man to whom we have sold something. And everybody in the organization should be expected to do his part in the constant selling process — it's a *teamwork* proposition. In business, as in football, teamwork is vital to success.

Quite a long time ago, a great football star by the name of "Red" Grange ran wild against Michigan. After the game, an excited fan shouted to Coach Bob Zuppke of Illinois: "Wasn't that the greatest exhibition of open-field running you ever saw?" To which Mr. Zuppke replied: "That was the



greatest exhibition of blocking by ten other guys that I ever saw on a football field!"

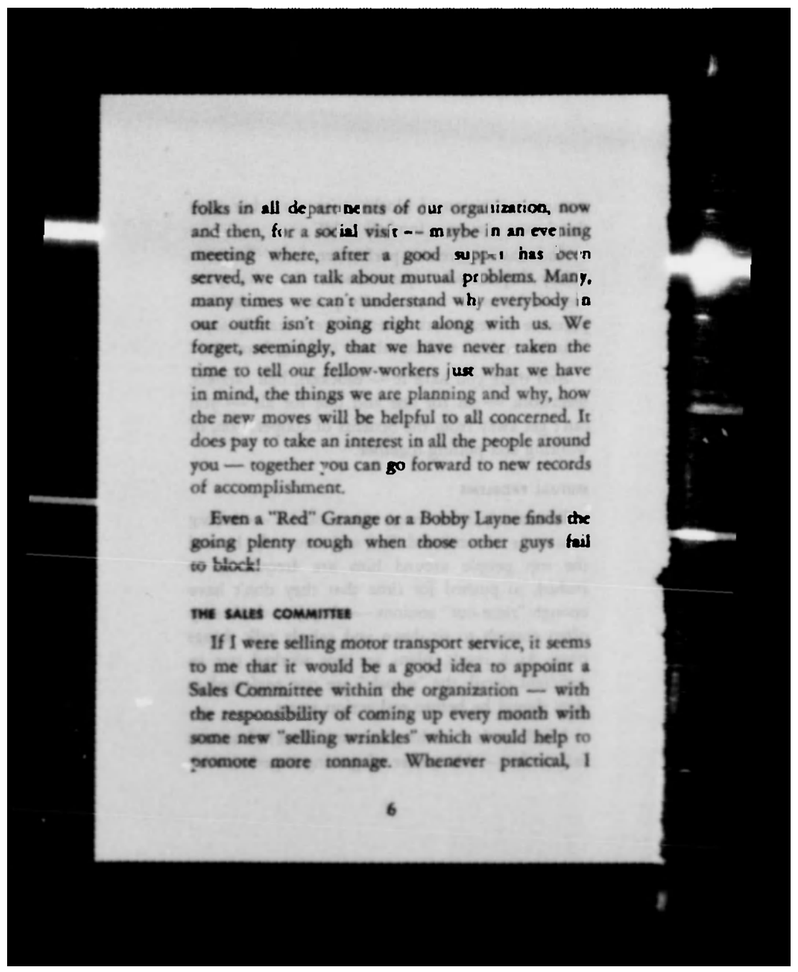
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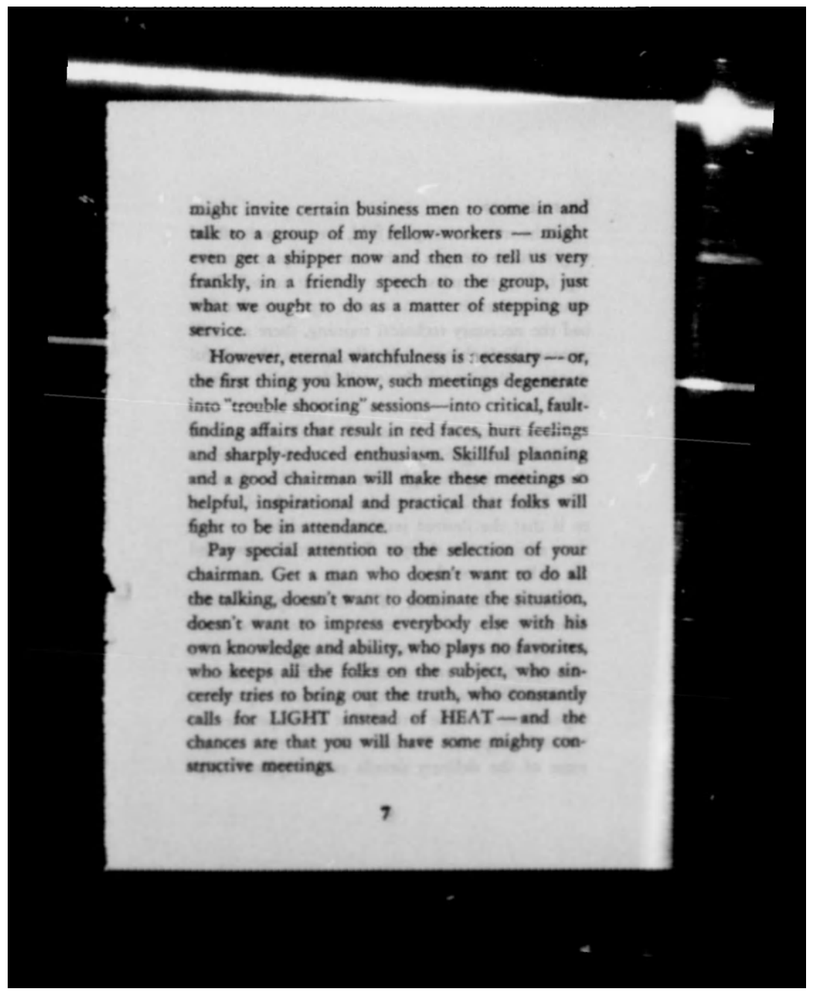
folks in all departments of our organization, now and then, for a social visit -- maybe in an evening meeting where, after a good supper has been served, we can talk about mutual problems. Many, many times we can't understand why everybody in our outfit isn't going right along with us. We forget, seemingly, that we have never taken the time to tell our fellow-workers just what we have in mind, the things we are planning and why, how the new moves will be helpful to all concerned. It does pay to take an interest in all the people around you — together you can go forward to new records of accomplishment.

Even a "Red" Grange or a Bobby Layne finds the going plenty tough when those other guys fail to block!

THE SALES COMMITTEE

If I were selling motor transport service, it seems to me that it would be a good idea to appoint a Sales Committee within the organization — with the responsibility of coming up every month with some new "selling wrinkles" which would help to promote more tonnage. Whenever practical, I

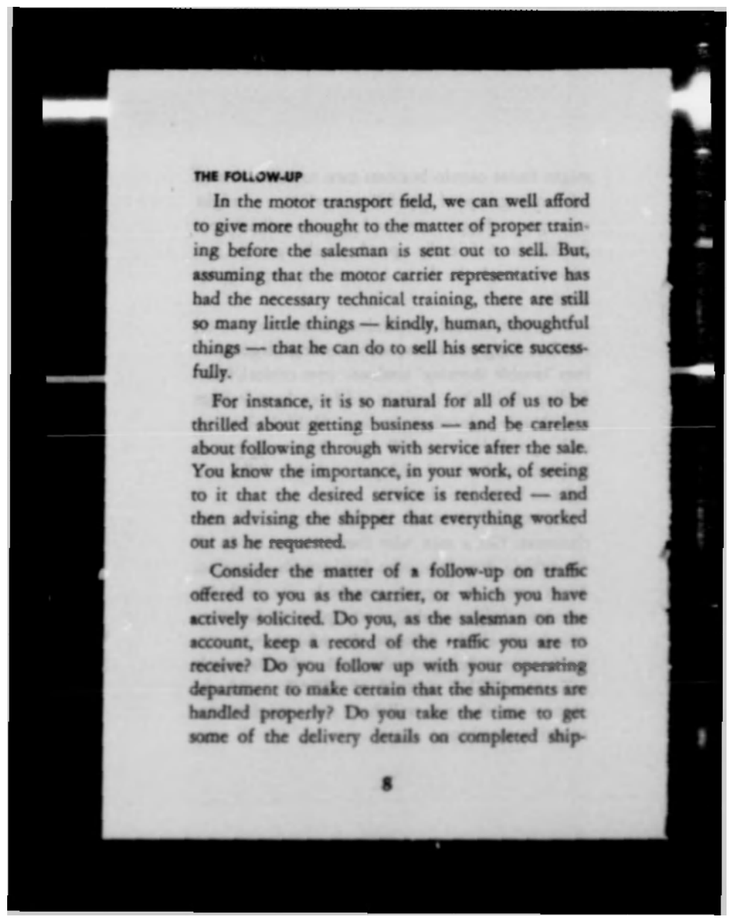
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might invite certain business men to come in and talk to a group of my fellow-workers — might even get a shipper now and then to tell us very frankly, in a friendly speech to the group, just what we ought to do as a matter of stepping up service.

However, eternal watchfulness is necessary — or, the first thing you know, such meetings degenerate into "trouble shooting" sessions—into critical, fault-finding affairs that result in red faces, hurt feelings and sharply-reduced enthusiasm. Skillful planning and a good chairman will make these meetings so helpful, inspirational and practical that folks will fight to be in attendance.

Pay special attention to the selection of your chairman. Get a man who doesn't want to do all the talking, doesn't want to dominate the situation, doesn't want to impress everybody else with his own knowledge and ability, who plays no favorites, who keeps all the folks on the subject, who sincerely tries to bring out the truth, who constantly calls for LIGHT instead of HEAT — and the chances are that you will have some mighty constructive meetings.



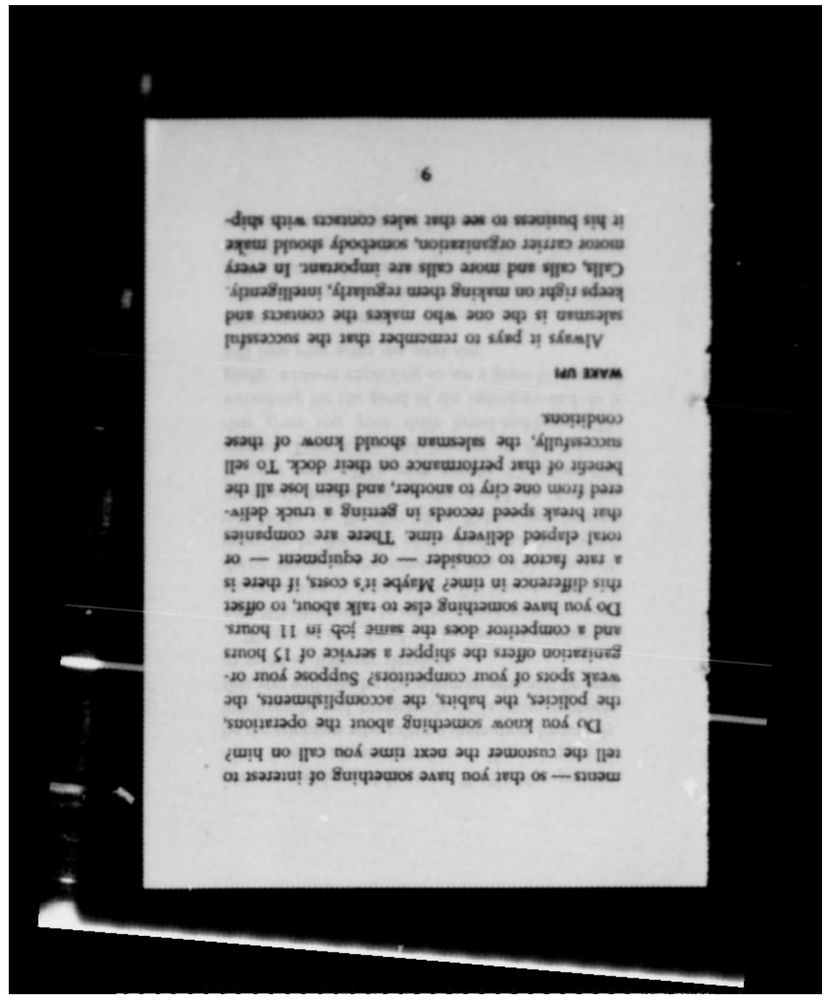
THE FOLLOW-UP

In the motor transport field, we can well afford to give more thought to the matter of proper training before the salesman is sent out to sell. But, assuming that the motor carrier representative has had the necessary technical training, there are still so many little things — kindly, human, thoughtful things — that he can do to sell his service successfully.

For instance, it is so natural for all of us to be thrilled about getting business — and be careless about following through with service after the sale. You know the importance, in your work, of seeing to it that the desired service is rendered — and then advising the shipper that everything worked out as he requested.

Consider the matter of a follow-up on traffic offered to you as the carrier, or which you have actively solicited. Do you, as the salesman on the account, keep a record of the traffic you are to receive? Do you follow up with your operating department to make certain that the shipments are handled properly? Do you take the time to get some of the delivery details on completed ship-

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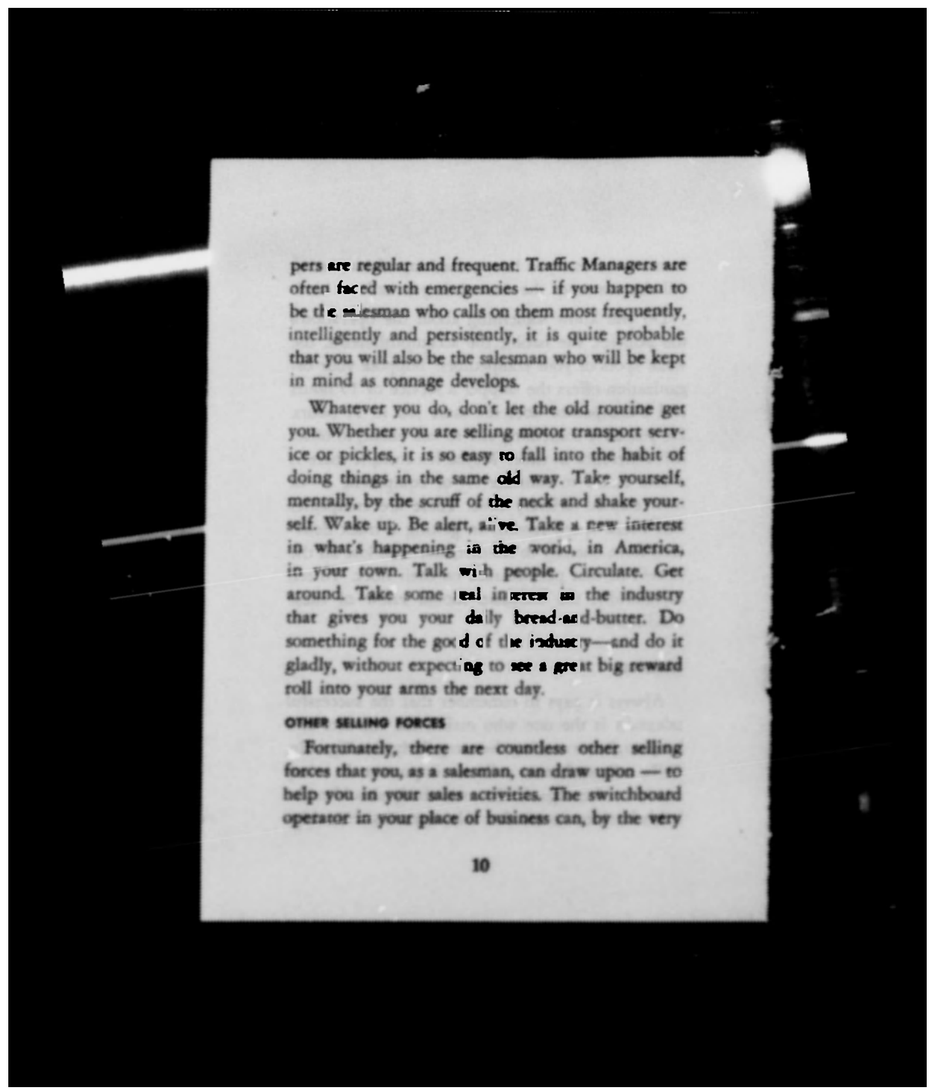
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WAKE UP!

Always it pays to remember that the successful salesman is the one who makes the contacts and keeps right on making them regularly, intelligently. Calls, calls and more calls are important. In every motor carrier organization, somebody should make it his business to see that sales contacts with ship-

ments — so that you have something of interest to tell the customer the next time you call on him?

Do you know something about the operations, the policies, the habits, the accomplishments, the weak spots of your competitors? Suppose your organization offers the shipper a service of 15 hours and a competitor does the same job in 11 hours. Do you have something else to talk about, to offset this difference in time? Maybe it's costs, if there is a rate factor to consider — or equipment — or total elapsed delivery time. There are companies that break speed records in getting a truck delivered from one city to another, and then lose all the benefit of that performance on their dock. To sell successfully, the salesman should know of these conditions.

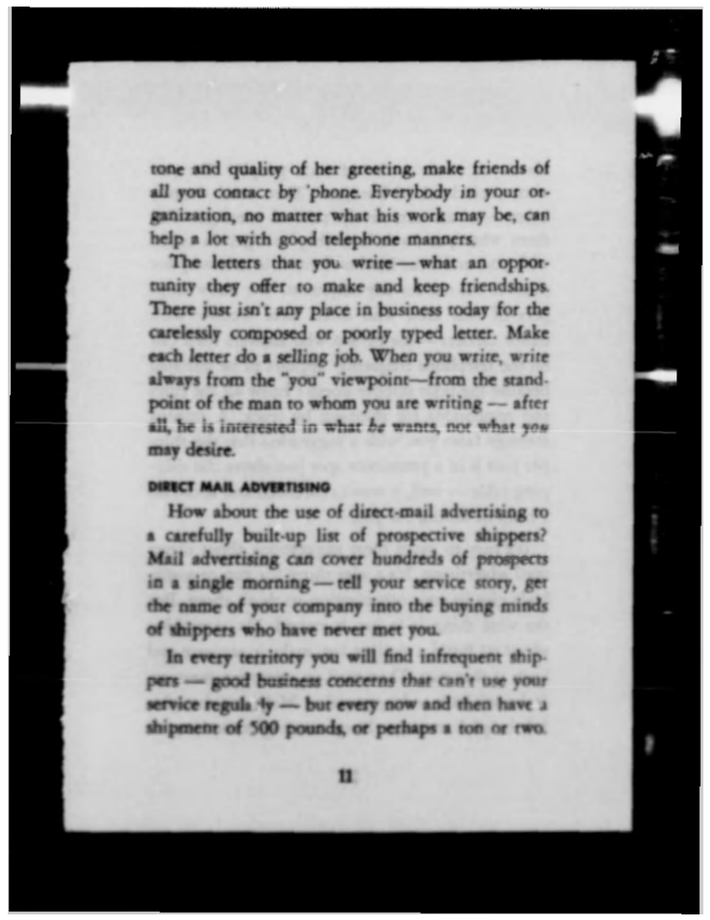


pers are regular and frequent. Traffic Managers are often faced with emergencies — if you happen to be the salesman who calls on them most frequently, intelligently and persistently, it is quite probable that you will also be the salesman who will be kept in mind as tonnage develops.

Whatever you do, don't let the old routine get you. Whether you are selling motor transport service or pickles, it is so easy to fall into the habit of doing things in the same old way. Take yourself, mentally, by the scruff of the neck and shake yourself. Wake up. Be alert, alive. Take a new interest in what's happening in the world, in America, in your town. Talk with people. Circulate. Get around. Take some real interest in the industry that gives you your daily bread-and-butter. Do something for the good of the industry—and do it gladly, without expecting to see a great big reward roll into your arms the next day.

OTHER SELLING FORCES

Fortunately, there are countless other selling forces that you, as a salesman, can draw upon — to help you in your sales activities. The switchboard operator in your place of business can, by the very



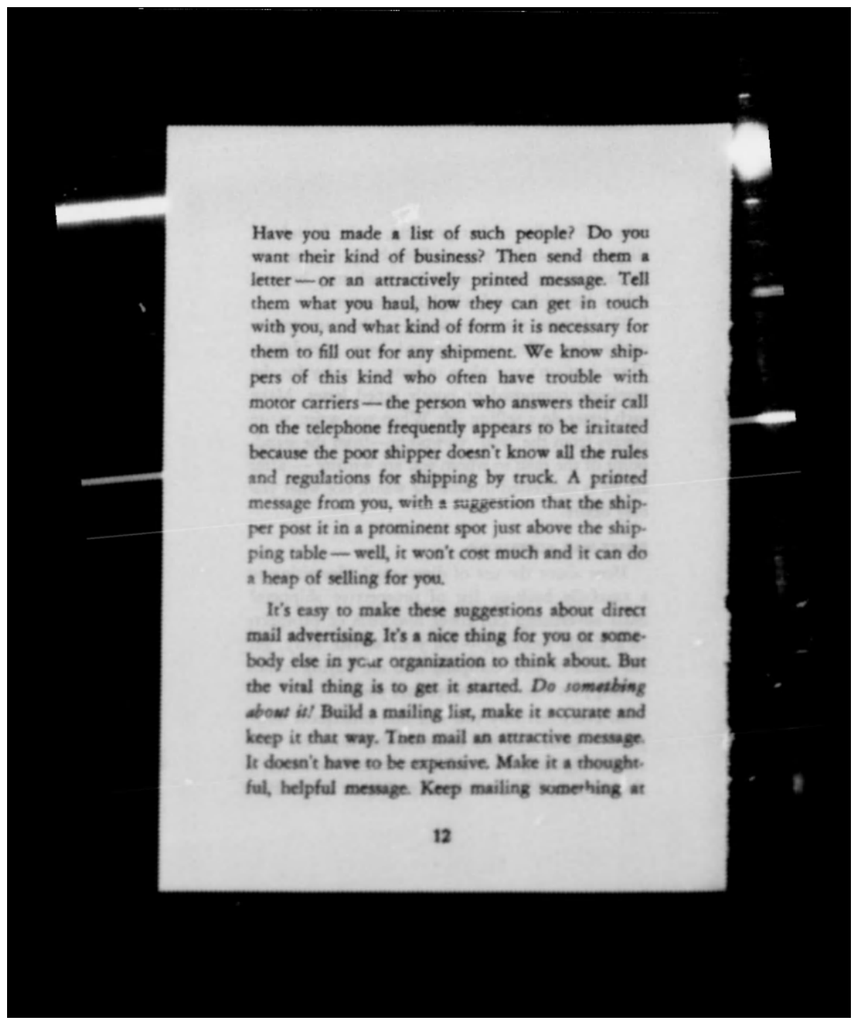
tone and quality of her greeting, make friends of all you contact by 'phone. Everybody in your organization, no matter what his work may be, can help a lot with good telephone manners.

The letters that you write — what an opportunity they offer to make and keep friendships. There just isn't any place in business today for the carelessly composed or poorly typed letter. Make each letter do a selling job. When you write, write always from the "you" viewpoint—from the standpoint of the man to whom you are writing — after all, he is interested in what *he* wants, not what *you* may desire.

DIRECT MAIL ADVERTISING

How about the use of direct-mail advertising to a carefully built-up list of prospective shippers? Mail advertising can cover hundreds of prospects in a single morning — tell your service story, get the name of your company into the buying minds of shippers who have never met you.

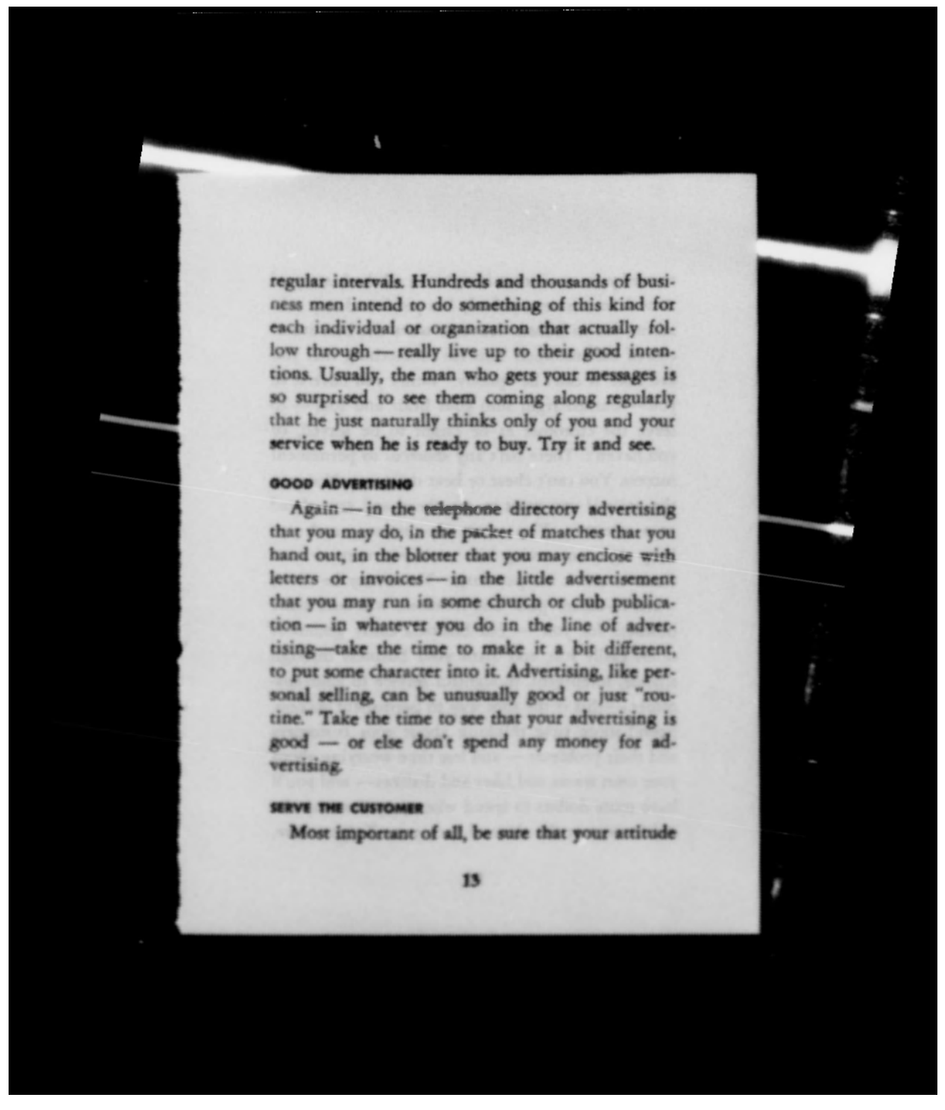
In every territory you will find infrequent shippers — good business concerns that can't use your service regularly — but every now and then have a shipment of 500 pounds, or perhaps a ton or two.



Have you made a list of such people? Do you want their kind of business? Then send them a letter — or an attractively printed message. Tell them what you haul, how they can get in touch with you, and what kind of form it is necessary for them to fill out for any shipment. We know shippers of this kind who often have trouble with motor carriers — the person who answers their call on the telephone frequently appears to be irritated because the poor shipper doesn't know all the rules and regulations for shipping by truck. A printed message from you, with a suggestion that the shipper post it in a prominent spot just above the shipping table — well, it won't cost much and it can do a heap of selling for you.

It's easy to make these suggestions about direct mail advertising. It's a nice thing for you or somebody else in your organization to think about. But the vital thing is to get it started. *Do something about it!* Build a mailing list, make it accurate and keep it that way. Then mail an attractive message. It doesn't have to be expensive. Make it a thoughtful, helpful message. Keep mailing something at

12



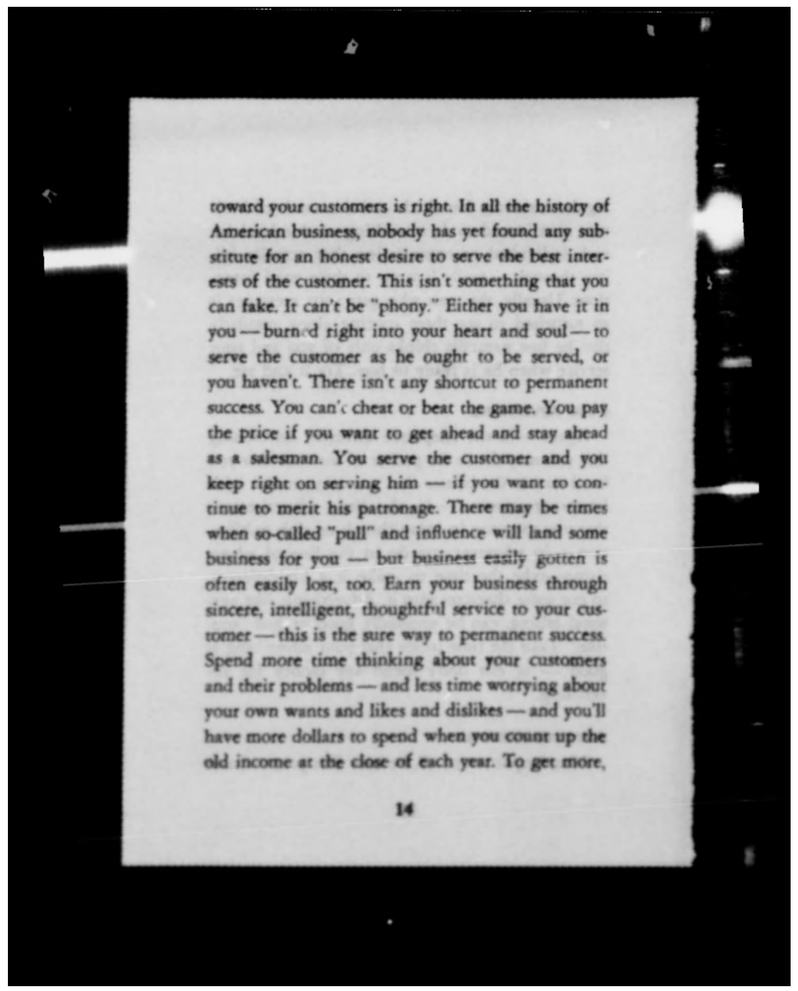
regular intervals. Hundreds and thousands of business men intend to do something of this kind for each individual or organization that actually follow through — really live up to their good intentions. Usually, the man who gets your messages is so surprised to see them coming along regularly that he just naturally thinks only of you and your service when he is ready to buy. Try it and see.

GOOD ADVERTISING

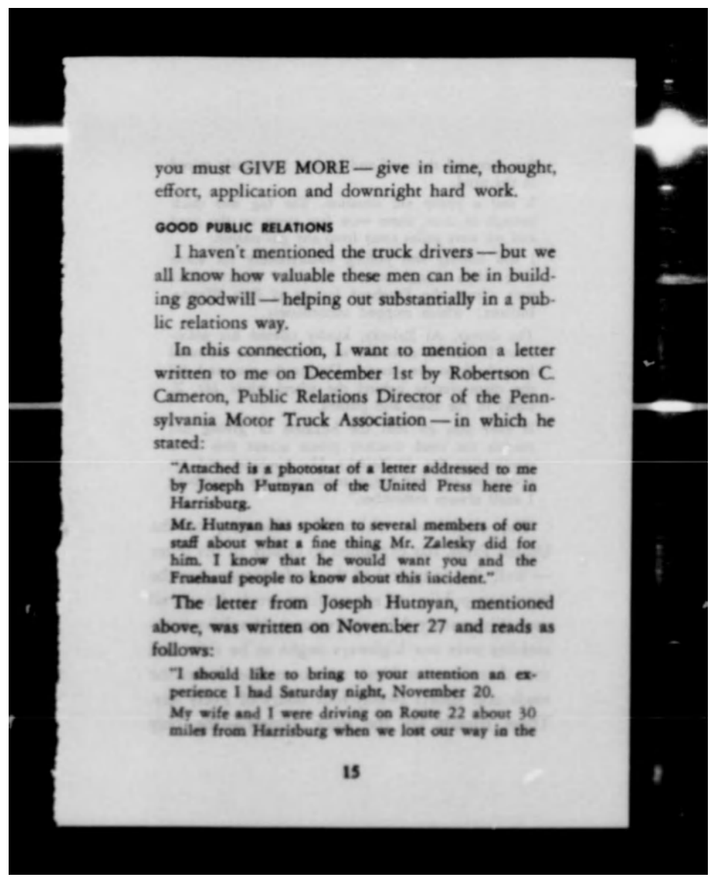
Again — in the telephone directory advertising that you may do, in the packet of matches that you hand out, in the blotter that you may enclose with letters or invoices — in the little advertisement that you may run in some church or club publication — in whatever you do in the line of advertising—take the time to make it a bit different, to put some character into it. Advertising, like personal selling, can be unusually good or just "routine." Take the time to see that your advertising is good — or else don't spend any money for advertising.

SERVE THE CUSTOMER

Most important of all, be sure that your attitude



toward your customers is right. In all the history of American business, nobody has yet found any substitute for an honest desire to serve the best interests of the customer. This isn't something that you can fake. It can't be "phony." Either you have it in you — burned right into your heart and soul — to serve the customer as he ought to be served, or you haven't. There isn't any shortcut to permanent success. You can't cheat or beat the game. You pay the price if you want to get ahead and stay ahead as a salesman. You serve the customer and you keep right on serving him — if you want to continue to merit his patronage. There may be times when so-called "pull" and influence will land some business for you — but business easily gotten is often easily lost, too. Earn your business through sincere, intelligent, thoughtful service to your customer — this is the sure way to permanent success. Spend more time thinking about your customers and their problems — and less time worrying about your own wants and likes and dislikes — and you'll have more dollars to spend when you count up the old income at the close of each year. To get more,



you must GIVE MORE — give in time, thought, effort, application and downright hard work.

GOOD PUBLIC RELATIONS

I haven't mentioned the truck drivers — but we all know how valuable these men can be in building goodwill — helping out substantially in a public relations way.

In this connection, I want to mention a letter written to me on December 1st by Robertson C. Cameron, Public Relations Director of the Pennsylvania Motor Truck Association — in which he stated:

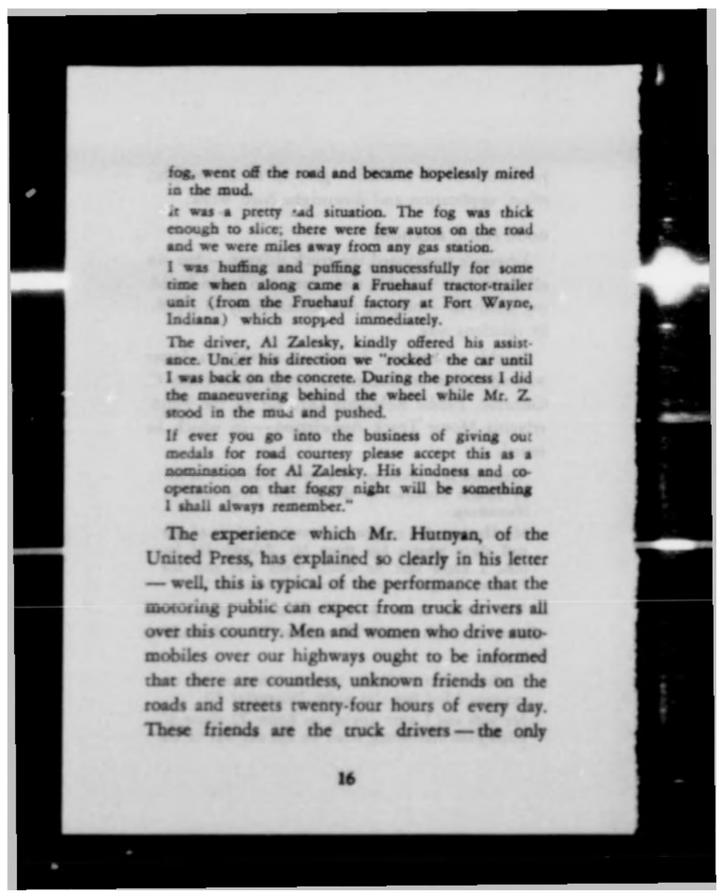
"Attached is a photostat of a letter addressed to me by Joseph Putnyan of the United Press here in Harrisburg.

Mr. Hutnyan has spoken to several members of our staff about what a fine thing Mr. Zalesky did for him. I know that he would want you and the Fruehauf people to know about this incident."

The letter from Joseph Hutnyan, mentioned above, was written on Noven.ber 27 and reads as follows:

"I should like to bring to your attention an experience I had Saturday night, November 20.

My wife and I were driving on Route 22 about 30 miles from Harrisburg when we lost our way in the



fog, went off the road and became hopelessly mired in the mud.

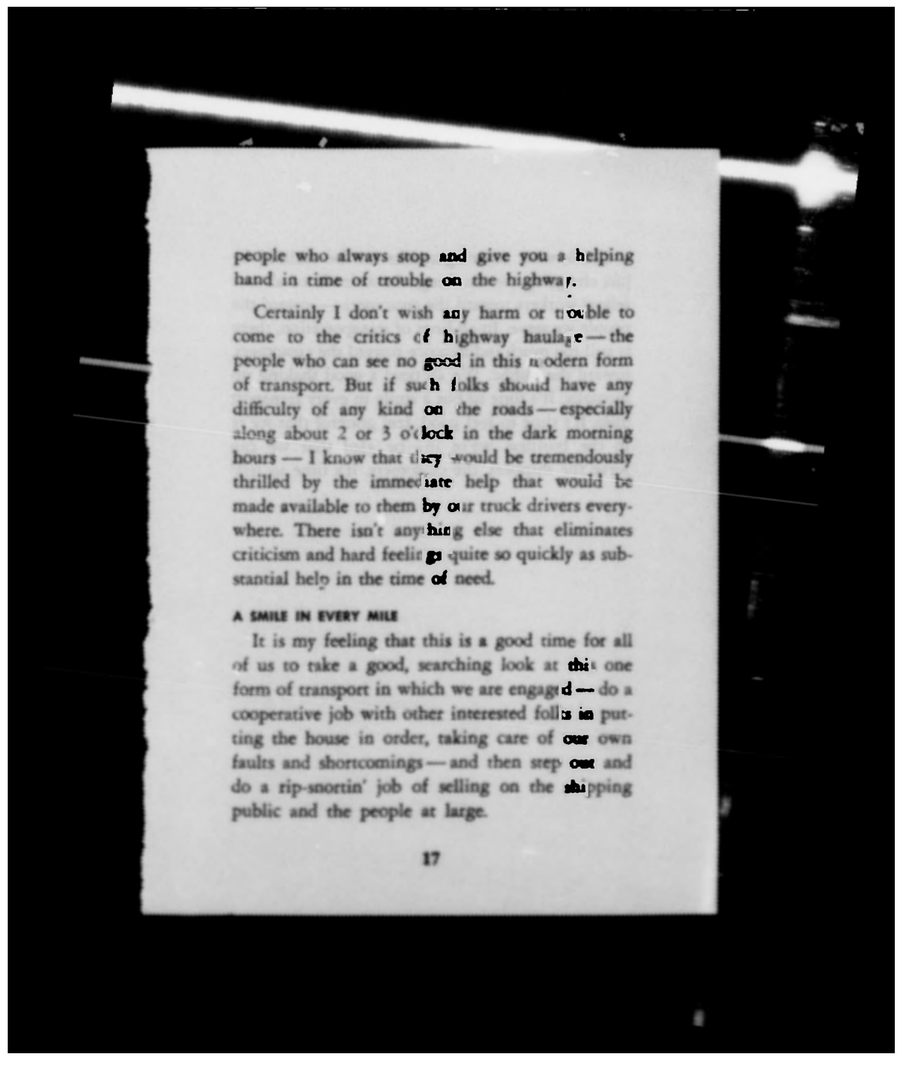
It was a pretty sad situation. The fog was thick enough to slice; there were few autos on the road and we were miles away from any gas station.

I was huffing and puffing unsucessfully for some time when along came a Fruehauf tractor-trailer unit (from the Fruehauf factory at Fort Wayne, Indiana) which stopped immediately.

The driver, Al Zalesky, kindly offered his assistance. Under his direction we "rocked" the car until I was back on the concrete. During the process I did the maneuvering behind the wheel while Mr. Z. stood in the mud and pushed.

If ever you go into the business of giving out medals for road courtesy please accept this as a nomination for Al Zalesky. His kindness and cooperation on that foggy night will be something I shall always remember."

The experience which Mr. Hutnyan, of the United Press, has explained so clearly in his letter — well, this is typical of the performance that the motoring public can expect from truck drivers all over this country. Men and women who drive automobiles over our highways ought to be informed that there are countless, unknown friends on the roads and streets twenty-four hours of every day. These friends are the truck drivers — the only



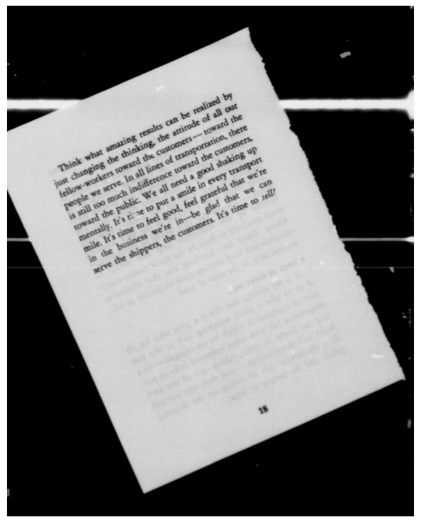
people who always stop and give you a helping hand in time of trouble on the highway.

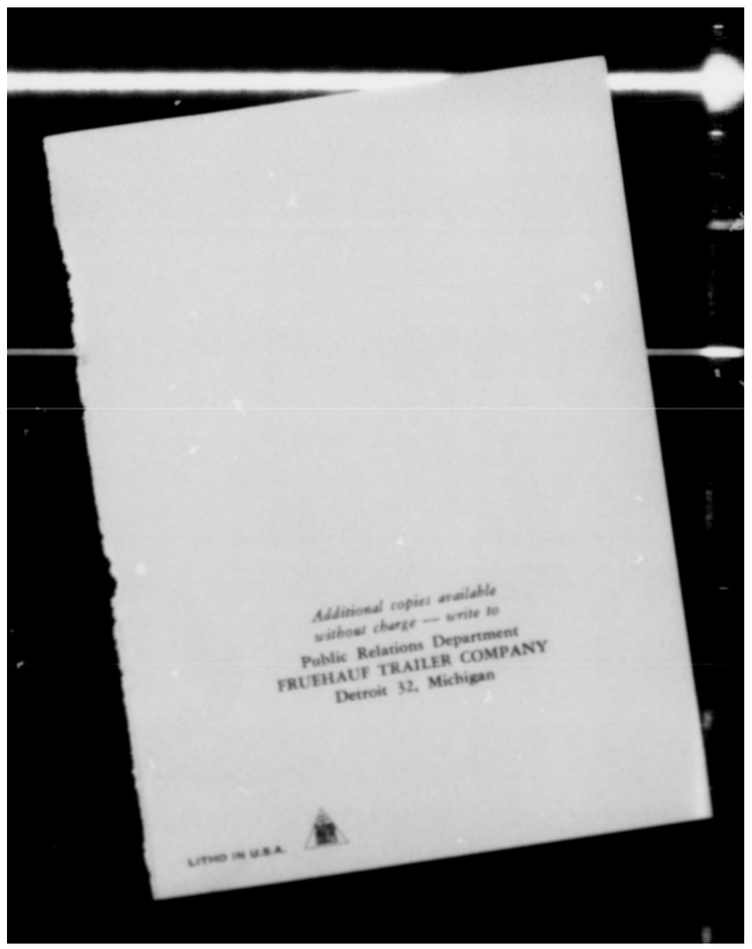
Certainly I don't wish any harm or trouble to come to the critics of highway haulage — the people who can see no good in this modern form of transport. But if such folks should have any difficulty of any kind on the roads — especially along about 2 or 3 o'clock in the dark morning hours — I know that they would be tremendously thrilled by the immediate help that would be made available to them by our truck drivers everywhere. There isn't anything else that eliminates criticism and hard feelings quite so quickly as substantial help in the time of need.

A SMILE IN EVERY MILE

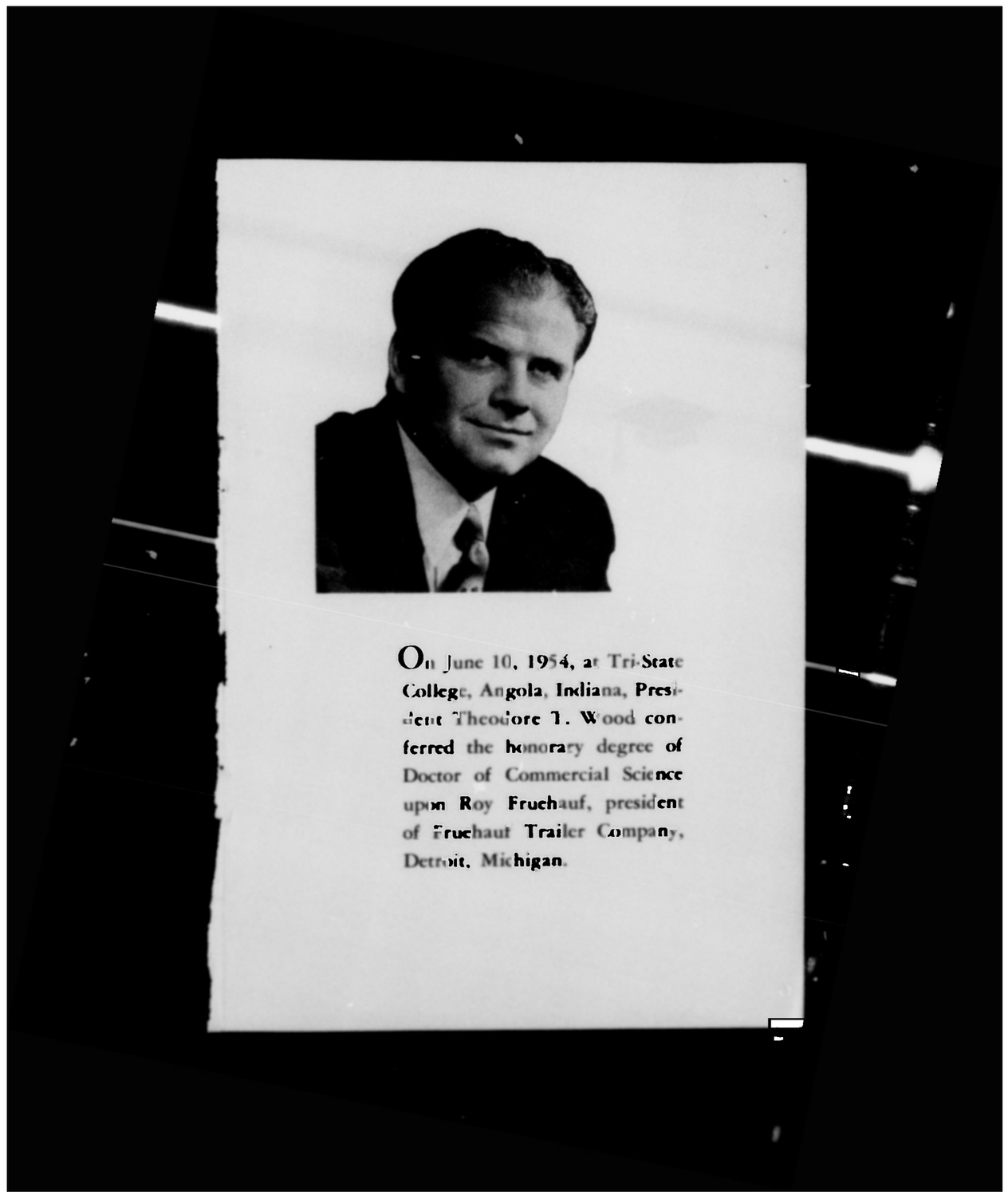
It is my feeling that this is a good time for all of us to take a good, searching look at this one form of transport in which we are engaged — do a cooperative job with other interested folks in putting the house in order, taking care of our own faults and shortcomings — and then step out and do a rip-snortin' job of selling on the shipping public and the people at large.

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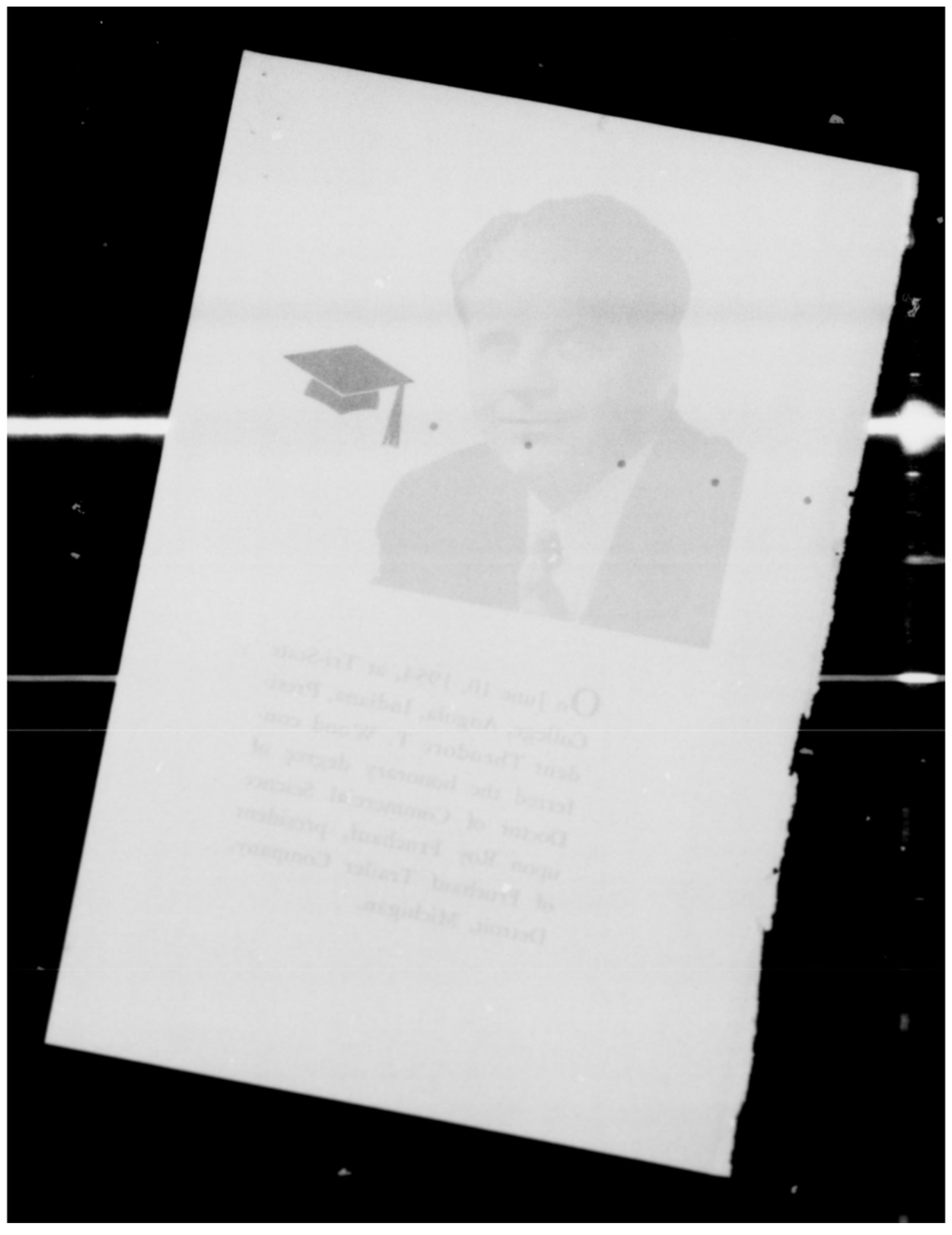

Think what amazing results can be realized by just changing the thinking—the attitude of us our fellow-workers toward the customer—toward the people we serve. In all lines of transportation there is still too much indifference toward customers, toward the public. We all need a good shaking up mentally. It's time we let go, feel good, look good, smile. It's time we're in—be glad that we're in the business we're in—be glad that we've the shippers, the customers. It's time to call
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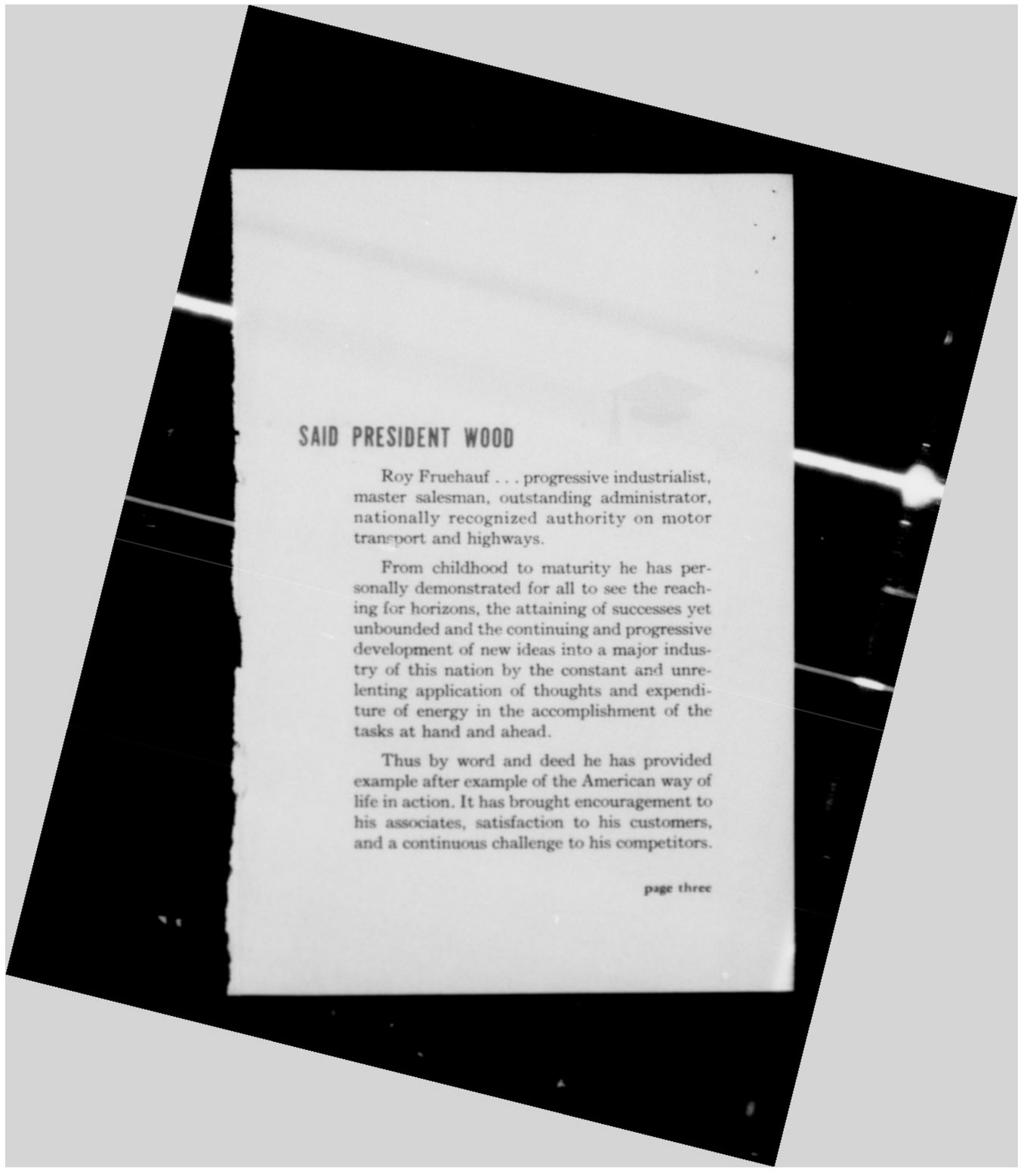

Additional copies available
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FRUEHAUF TRAILER COMPANY
Detroit 32, Michigan
LITHO IN U.S.A.


IT PAYS TO
BELIEVE IN
SIGNS



On June 10, 1954, at Tri-State College, Angola, Indiana, President Theodore T. Wood conferred the honorary degree of Doctor of Commercial Science upon Roy Fruehauf, president of Fruehauf Trailer Company, Detroit, Michigan.





SAID PRESIDENT WOOD

Roy Fruehauf . . . progressive industrialist, master salesman, outstanding administrator, nationally recognized authority on motor transport and highways.

From childhood to maturity he has personally demonstrated for all to see the reaching for horizons, the attaining of successes yet unbounded and the continuing and progressive development of new ideas into a major industry of this nation by the constant and unrelenting application of thoughts and expenditure of energy in the accomplishment of the tasks at hand and ahead.

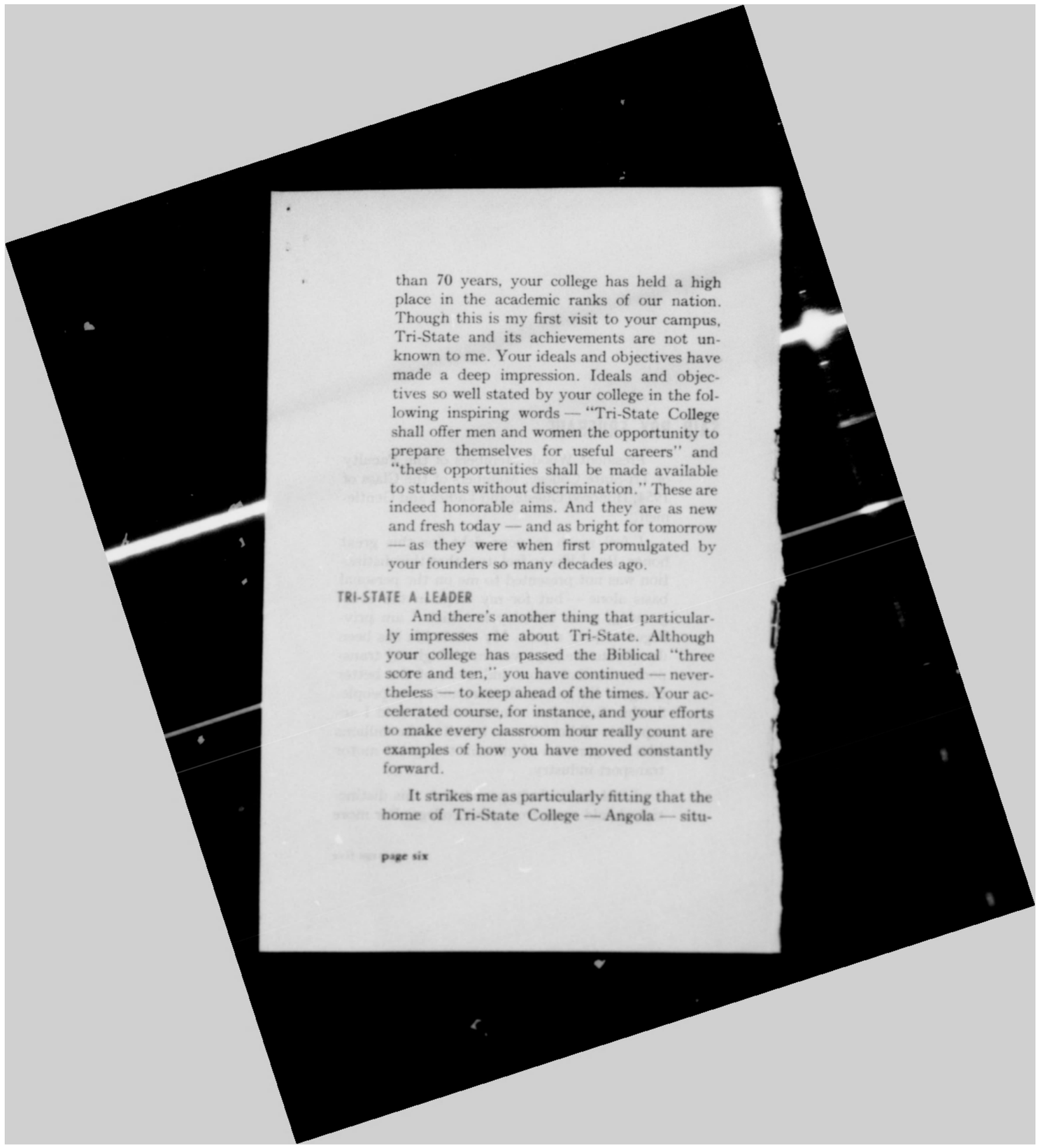
Thus by word and deed he has provided example after example of the American way of life in action. It has brought encouragement to his associates, satisfaction to his customers, and a continuous challenge to his competitors.

SAID ROY FRUEHAUF

President Wood, Members of the Faculty of Tri-State College, Members of the Class of 1954, Honored Guests, and Ladies and Gentlemen:

I feel much in your debt for this great honor. But I like to feel, too, that this distinction was not presented to me on the personal basis alone — but for my work in the ever-growing, great industry in which I am privileged to play a part. My whole life has been devoted to the improvement of highway transport — so that more and more of the better things of life will reach more and more people. So this distinction is mine in trust. And I accept it in all humility on behalf of the millions who are partners of mine in this great motor transport industry.

I feel particularly proud that this distinction should come from your college. For more

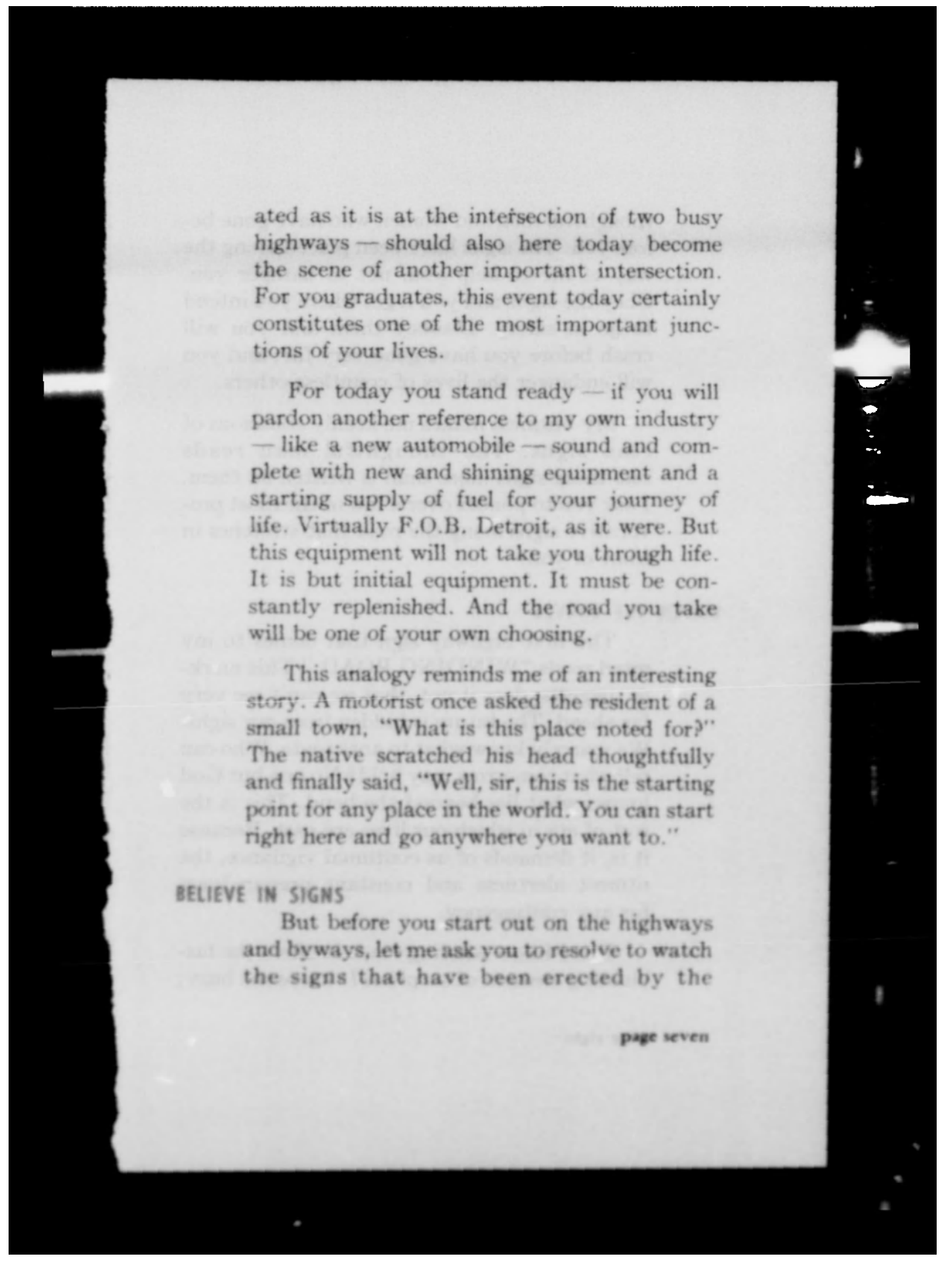


than 70 years, your college has held a high place in the academic ranks of our nation. Though this is my first visit to your campus, Tri-State and its achievements are not unknown to me. Your ideals and objectives have made a deep impression. Ideals and objectives so well stated by your college in the following inspiring words — "Tri-State College shall offer men and women the opportunity to prepare themselves for useful careers" and "these opportunities shall be made available to students without discrimination." These are indeed honorable aims. And they are as new and fresh today — and as bright for tomorrow — as they were when first promulgated by your founders so many decades ago.

TRI-STATE A LEADER

And there's another thing that particularly impresses me about Tri-State. Although your college has passed the Biblical "three score and ten," you have continued — nevertheless — to keep ahead of the times. Your accelerated course, for instance, and your efforts to make every classroom hour really count are examples of how you have moved constantly forward.

It strikes me as particularly fitting that the home of Tri-State College — Angola — situ-



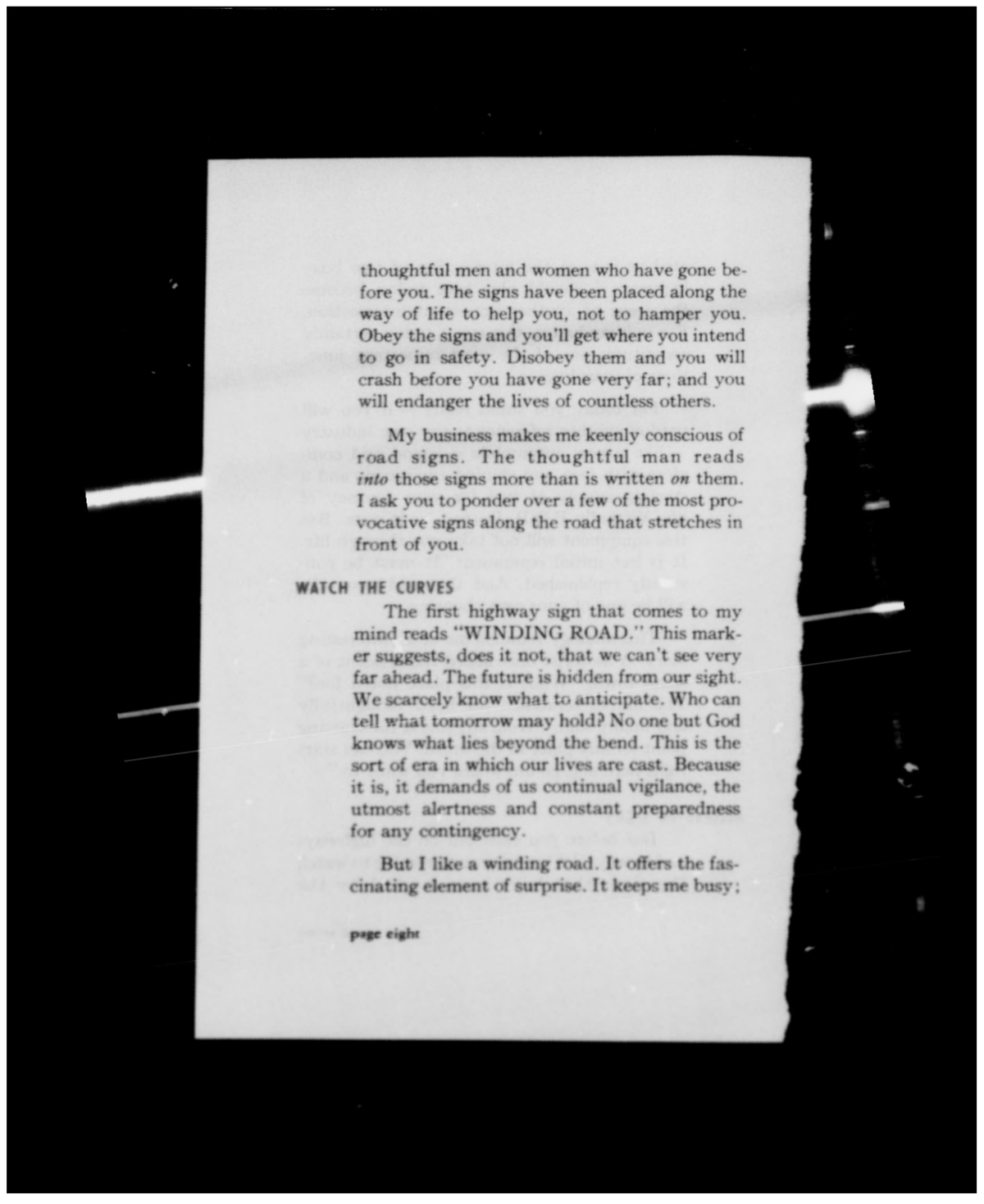
ated as it is at the intersection of two busy highways — should also here today become the scene of another important intersection. For you graduates, this event today certainly constitutes one of the most important junctions of your lives.

For today you stand ready — if you will pardon another reference to my own industry — like a new automobile — sound and complete with new and shining equipment and a starting supply of fuel for your journey of life. Virtually F.O.B. Detroit, as it were. But this equipment will not take you through life. It is but initial equipment. It must be constantly replenished. And the road you take will be one of your own choosing.

This analogy reminds me of an interesting story. A motorist once asked the resident of a small town, "What is this place noted for?" The native scratched his head thoughtfully and finally said, "Well, sir, this is the starting point for any place in the world. You can start right here and go anywhere you want to."

BELIEVE IN SIGNS

But before you start out on the highways and byways, let me ask you to resolve to watch the signs that have been erected by the



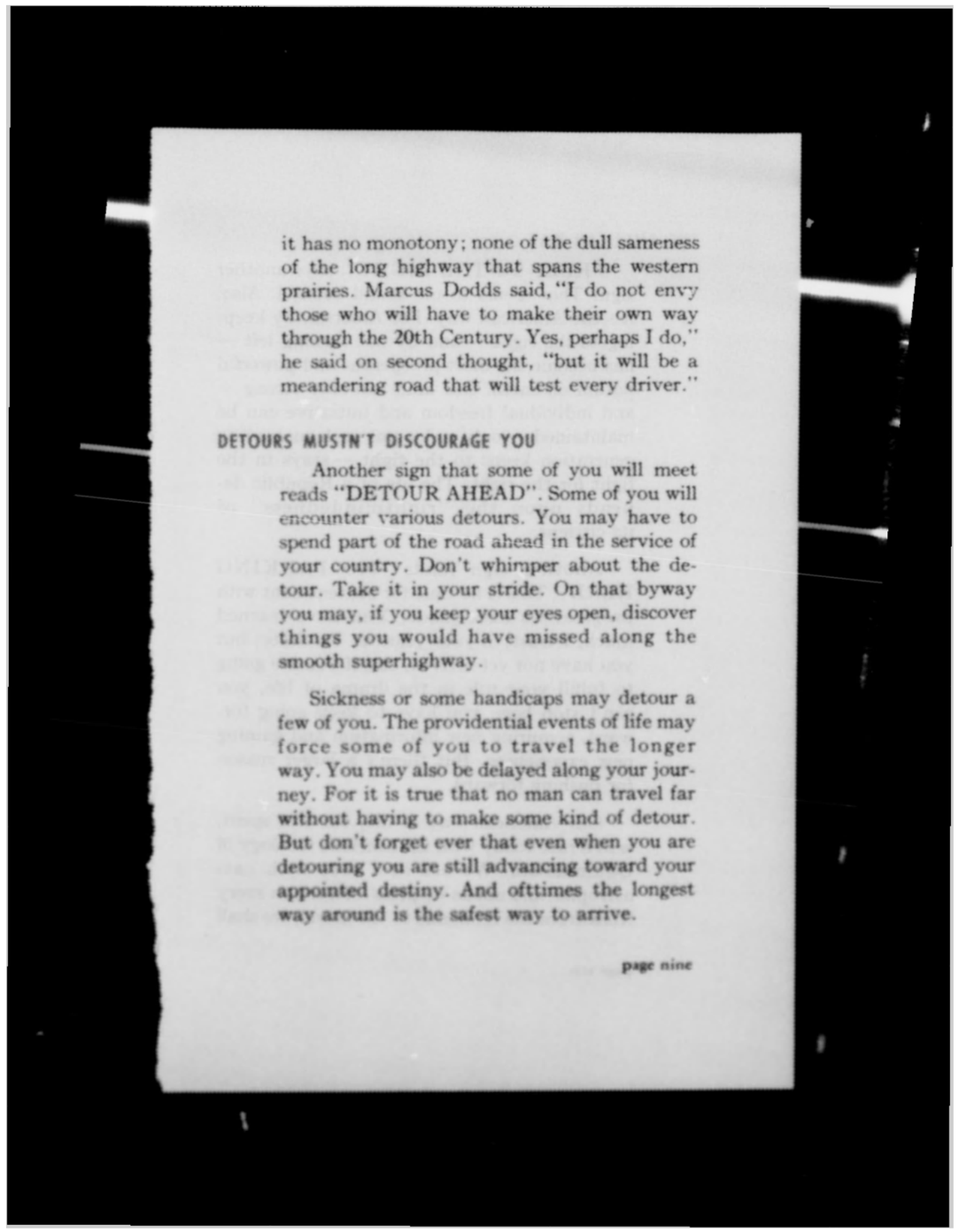
thoughtful men and women who have gone before you. The signs have been placed along the way of life to help you, not to hamper you. Obey the signs and you'll get where you intend to go in safety. Disobey them and you will crash before you have gone very far; and you will endanger the lives of countless others.

My business makes me keenly conscious of road signs. The thoughtful man reads *into* those signs more than is written *on* them. I ask you to ponder over a few of the most provocative signs along the road that stretches in front of you.

WATCH THE CURVES

The first highway sign that comes to my mind reads "WINDING ROAD." This marker suggests, does it not, that we can't see very far ahead. The future is hidden from our sight. We scarcely know what to anticipate. Who can tell what tomorrow may hold? No one but God knows what lies beyond the bend. This is the sort of era in which our lives are cast. Because it is, it demands of us continual vigilance, the utmost alertness and constant preparedness for any contingency.

But I like a winding road. It offers the fascinating element of surprise. It keeps me busy;

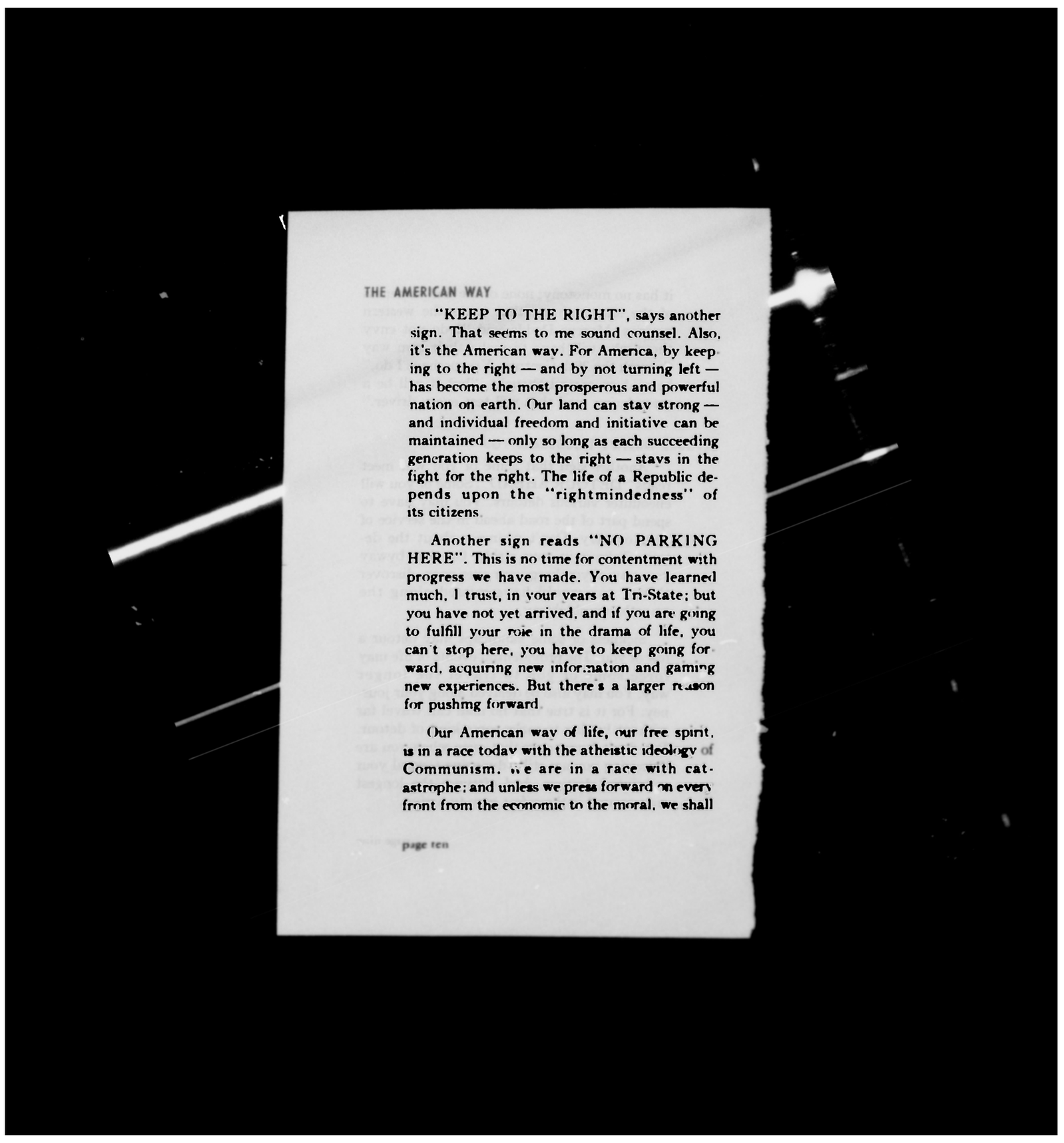


it has no monotony; none of the dull sameness of the long highway that spans the western prairies. Marcus Dodds said, "I do not envy those who will have to make their own way through the 20th Century. Yes, perhaps I do," he said on second thought, "but it will be a meandering road that will test every driver."

DETOURS MUSTN'T DISCOURAGE YOU

Another sign that some of you will meet reads "DETOUR AHEAD". Some of you will encounter various detours. You may have to spend part of the road ahead in the service of your country. Don't whimper about the detour. Take it in your stride. On that byway you may, if you keep your eyes open, discover things you would have missed along the smooth superhighway.

Sickness or some handicaps may detour a few of you. The providential events of life may force some of you to travel the longer way. You may also be delayed along your journey. For it is true that no man can travel far without having to make some kind of detour. But don't forget ever that even when you are detouring you are still advancing toward your appointed destiny. And ofttimes the longest way around is the safest way to arrive.



THE AMERICAN WAY

"KEEP TO THE RIGHT", says another sign. That seems to me sound counsel. Also, it's the American way. For America, by keeping to the right — and by not turning left — has become the most prosperous and powerful nation on earth. Our land can stay strong — and individual freedom and initiative can be maintained — only so long as each succeeding generation keeps to the right — stays in the fight for the right. The life of a Republic depends upon the "rightmindedness" of its citizens.

Another sign reads "NO PARKING HERE". This is no time for contentment with progress we have made. You have learned much, I trust, in your years at Tri-State; but you have not yet arrived, and if you are going to fulfill your role in the drama of life, you can't stop here, you have to keep going forward, acquiring new information and gaining new experiences. But there's a larger reason for pushing forward.

Our American way of life, our free spirit, is in a race today with the atheistic ideology of Communism. We are in a race with catastrophe; and unless we press forward on every front from the economic to the moral, we shall

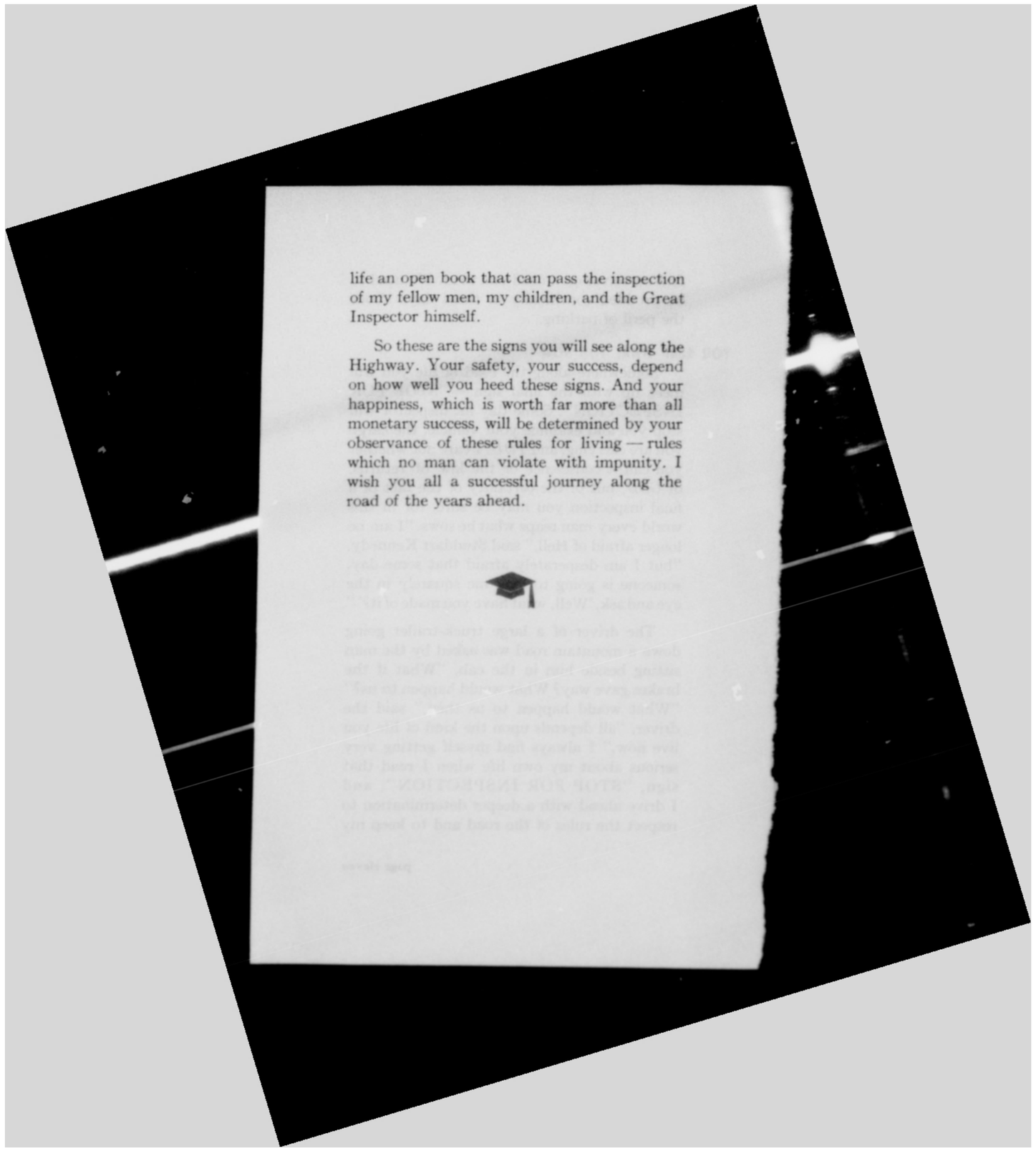
page ten

find ourselves on a dead-end road. We need to be prodded contmually in these days about the peril of parking.

YOU REAP WHAT YOU SOW

Somewhere along the road of life you will meet up with the final sign — "STOP FOR INSPECTION". Some day an inspector will stop you and examine your vehicle, the cargo you are carrying, and *YOU*. I care not whether you call it conscience or the law of returns, or *GOD*, but of the certainty of the fact of a final inspection you may be sure, for in this world every man reaps what he sows. "I am no longer afraid of Hell," said Studdart Kennedy, "but I am desperately afraid that some day, someone is going to look me squarely in the eye and ask, 'Well, what have you made of it?'"

The driver of a large truck-trailer going down a mountain road was asked by the man sitting beside him in the cab, "What if the brakes gave way? What would happen to us?" "What would happen to us then," said the driver, "all depends upon the kmd of life you live now." I always find myself gettmg very serious about my own life when I read that sign, "STOP FOR INSPECTION", and I drive ahead with a deeper determination to respect the rules of the road and to keep my



life an open book that can pass the inspection of my fellow men, my children, and the Great Inspector himself.

So these are the signs you will see along the Highway. Your safety, your success, depend on how well you heed these signs. And your happiness, which is worth far more than all monetary success, will be determined by your observance of these rules for living — rules which no man can violate with impunity. I wish you all a successful journey along the road of the years ahead.

ADMINISTRATIVE FILE ✓
Allman Company (The)
x Miller, Edward
x

OCTOBER 20, 1953

Mr. L. C. Allman, President
The Allman Company, Inc.
Free Press Building
Detroit 26, Michigan

Dear Les:

I am leaving Washington tomorrow, en route to the west coast and my commitment to speak at the ATA Convention in Los Angeles on Tuesday. It is my plan to be back in Washington sometime after the middle of November and will gladly arrange to spend some time with your friend, Edward Geller. I will see you in Los Angeles.

Sincerely yours,

DB:aw
a

FROM THE OFFICE OF
DAVE BECK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS

THE ALLMAN COMPANY INC.

FREE PRESS BUILDING, DETROIT 26 • WOODWARD 2-8750

October 16, 1953

Mr. Dave Beck, President
International Brotherhood of Teamsters,
Chauffeurs, Warehousemen & Helpers of America
A. F. of L.
100 Indiana Avenue, N.W.
Washington, D. C.

Dear Dave:

Yesterday I had an interesting talk with Edward Geller, of The Detroit Free Press -- who is doing some very excellent work, along advertising and educational lines, for the trucking industry.

In the past few years, Mr. Geller has worked up and published many special pages of advertising in behalf of motor transport as an industry -- publishing these pages in The Detroit Free Press and a number of other prominent newspapers over the country.

In our conversation, I told him some of the interesting views that you hold -- and Mr. Geller expressed a desire to talk to you. Therefore, I am giving him your address and he will probably write or call you at sometime in the near future for an appointment. I know that you are extremely busy but I am hoping that you will find it possible to visit with Mr. Geller because he is a very unusual man and can be very helpful to the cause.

Am looking forward to seeing you at the ATA Convention in Los Angeles, and with kindest personal regards, I am

Sincerely,

L. C. Allman
President

LCA:hmw

PUBLIC RELATIONS • ADVERTISING • SALES PROMOTION • SALES TRAINING

Telefax WESTERN UNION Telefax

SENDING BUREAU

RDV DL INT'L BRO. OF TEAMSTERS AUGUST 14,1951

Ralph H. Clare, Recording Secretary
Joint Council of Teamsters No. 42
846 South Union Avenue
Los Angeles, Calif.

Re your letter June 29 please advise number

employees A.S.Aloe Company your city. Urgent.

Samuel Baron, Administrative
Assistant, Nat'l Ware-
house Division

ah

ADMINISTRATIVE FILE

to Nat Div Aloe Co

X

X

Send the above message, subject to the terms on back hereof, which are hereby agreed to

PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD

1269—(5-50)

Telefax **WESTERN UNION** Telefax

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NDV DL INT'L BRO. OF TEAMSTERS AUG. 14, 1953

ADMINISTRATIVE FILE

Charles Fanara, Business Agent
Local No. 69
39 State St.
Binghampton, NY

Hotel August 7th please advise number employed Aloe Company in Binghampton. Urgent.

Samuel Baron, Administrative Assistant, National Warehouse Division

sb/ah

Send the above message, subject to the terms on back hereof, which are I o'eby agreed to

PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD

1269—(3-50)

Telfax **WESTERN UNION** Telfax

GENERAL BANK

RDV DL INT'L BRO.OF TEAMSTERS AUGUST 10, 1953

Manny Moore, President and Business Agent
Local 270
424 Chartres St.
New Orleans, La.

Wiring Local 688 in St. Louis to send you copy their contract with A.S.Aloe Co. This is only plant presently organized but Seattle and Minneapolis report plans to organize branches shortly.

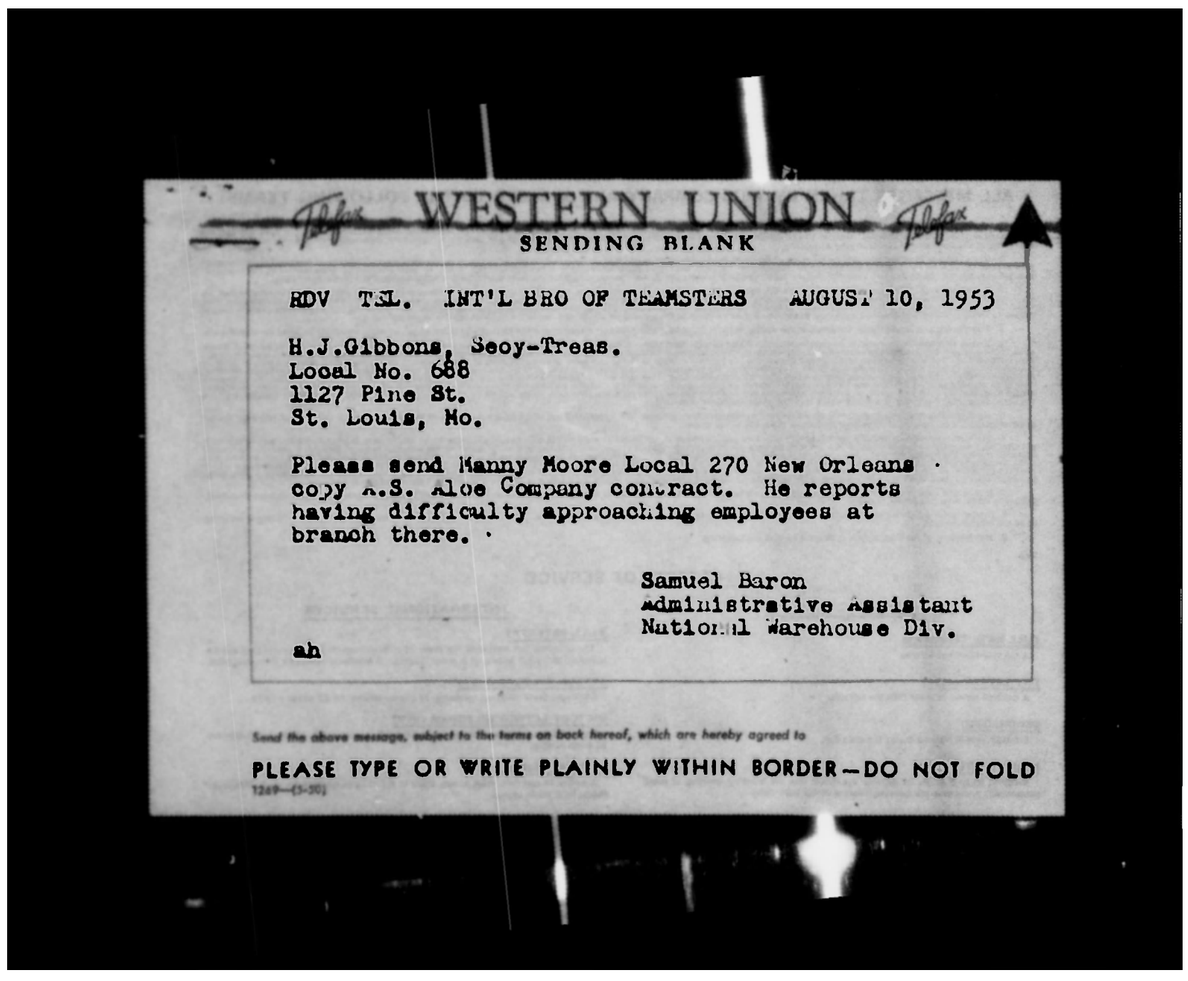
Samuel Baron
Administrative Assistant
National Warehouse Div.

ah

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RDV TEL. INT'L BRO OF TEAMSTERS AUGUST 10, 1953

H.J.Gibbons, Secy-Treas.
Local No. 688
1127 Pine St.
St. Louis, Mo.

Please send Manny Moore Local 270 New Orleans copy A.S. Aloe Company contract. He reports having difficulty approaching employees at branch there.

Samuel Baron
Administrative Assistant
National Warehouse Div.

ah

Send the above message, subject to the terms on back hereof, which are hereby agreed to

PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD

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Telefax **WESTERN UNION** Telefax

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ADV TO INT'L BRO. TEAMSTERS August 5, 1953

(Page one of two)

Joseph F. O'Hare
Joint Council No. 32
706 First Avenue North
Minneapolis, Minn.

Floyd R. Hayes
Joint Council No. 56
Room 106, 116 W. Linwood
Kansas City 2, Mo.

Charles Fumara
Local No. 693
89 State St.
Binghampton, NY

Eugene R. Hubbard
Joint Council No. 55
720 5th St. NW
Washington, DC

ADMINISTRATIVE FILE

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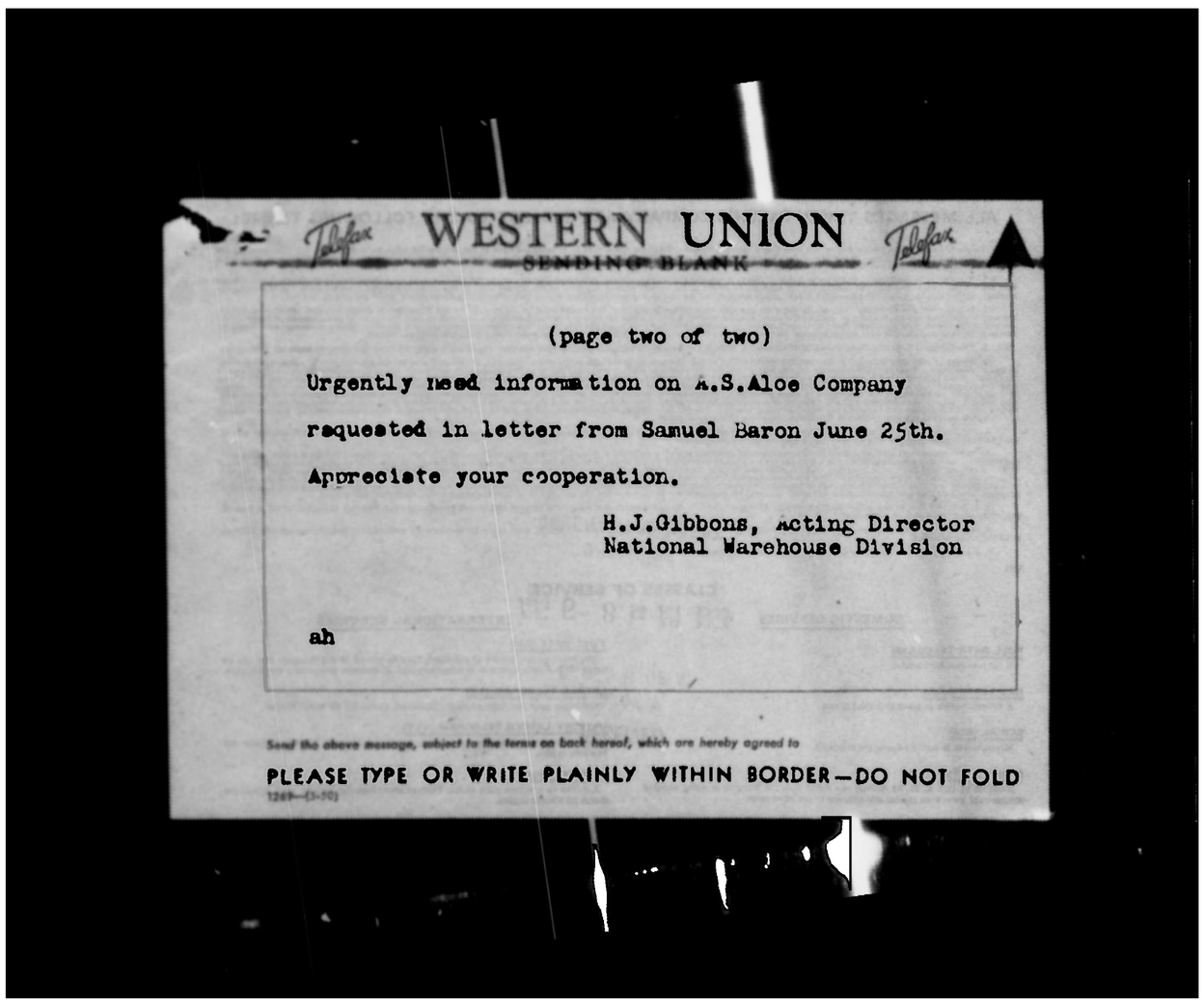
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PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD

1269—(3-50)



Telefax WESTERN UNION Telefax

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(page two of two)

Urgently need information on A.S.Aloe Company requested in letter from Samuel Baron June 25th.

Appreciate your cooperation.

H.J.Gibbons, acting Director
National Warehouse Division

ah

Send the above message, subject to the terms on back hereof, which are hereby agreed to

PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD

1269—(3-50)

ADMINISTRATIVE FILE
Alspaugh, Tom
X
X

August 30, 1961

Mrs. Tom Alspaugh
4202 W. VanBuren
Phoenix 9, Arizona

Dear Mrs. Alspaugh:

With reference to your letter of August 23, 1961, there are several ways in which your son can become a Teamster.

Preferably, he should get himself a job in a non-union barn and help to organize same.

If this is not possible, then he should apply to Local 104 for any vacancies which may occur.

Thanking you for your kind expressions, I remain,

Very truly yours,

JRH:mcw

JAMES R. HOFFA
General President

Phoenix, Ariz
Aug 23, 1961

Mr James R. Hoffa
General President

Dear Sir;

I am writing to you in behalf of my son who was 21 on Aug 19th. all of his life he has wanted to be a truck driver. and as we live in the wonderful? state of Arizona that is not so easy.

my husband is a charter member of the Coos-Bay Oregon local and has been a teamster for almost 20 years, of course we are very anxious for our son to become a union man as we have always been union minded. but especially since coming here, for my health, and seeing what a state with the right to work? (stawe) law is like.

What I would like to know is how does he go about getting in as a teamster, he can drive a pick up or bobtail now, besides going down to the hall and signing the extra labor sheet

He has no health problem and doesn't have to stay here so if you have any suggestions for any place they would be appreciated

Please know that we are for you 100%

and all of our good wishes go with this letter
Our Son's name is Stanley J. Alspaugh—

Sincerely
Mrs Tom Alspaugh
4202 W Van Buren
Phoenix 9, Arizona

P.S. my husband is a member of local 104#

ADMINISTRATIVE FILE
Alte, Gus
X
X

March 1, 1960

Mr. Gus Alte
Box 33
Salerno, Florida

Thank you for your letter of recent date in regards to possible purchase of your home. Our organization, however, is not interested in this purchase.

Very truly yours,

James R. Hoffa
General President

JRH/yk

Guy Alle • ~~Box 481 • Hobe Sound, Fla.~~ P of 33
Salerno 7/9

W

Mr. J. Hoffa. —

Dear Sir: —

Enclosed please find description of home for sale.

It has been sold a nearly 50. time or four times, but the Realtors control of both Mortgage Co. Ins, make it impossible for Prospects to get a loan, $ 650.00 bonus for a $ 10.00 loan.

I believe its because there is talks of a canal going thru at the rear of this property. that is the reason for the squeeze play.

I am not in the best of health and wish to return To N.S. being a widower and alone here.

It was sold once for 14.00 party was refused mortage so it fell thru.

It is at present sold and should be closed by Mar 5th, but believe its used to a stooge, as its well known I return to Jersey on or about Mar 15th each year.

I write to ask if your union would be interested in it for $ 12000 cash, as its quite a grind for me to Come down each year, I am 62 yrs. old.

It could be used as a retreat for union families, or rented as an investment, the union surely wouldn't lose.

I just would like to see their Expression, should you be interested, its based behind the Unions guts, as much as I hate theirs

11

I am being pirated around like you are, and getting pretty well fed up.

If your union doesn't go for real estate perhaps you could give me moral support by having some one in your office, send me a ~~tuff~~ bluff letter stating one of representives will call, and if the value is there will pay cash.

I've already told two of the agents to go to hell, when they tried to cut the price,

If the place isn't sold, I'll try advertising and try to sell it with out agents, next year.

Thanking you

I am Sincerely yours

Galt

HOME FOR SALE
MANATEE COVE
$14,500

DESCRIPTION of home for sale in MANATEE COVE:

3 bedrooms, living room 14' x 24', kitchen paneled with cypress cabinets, black hammered hardware, formica top counter, ceramic tile bath with colored fixtures, sliding door closets, fireplace (with built-in bookcases), open beam ceilings, two car garage, overhead doors, on lot 100' x 400', good drinking water. [redacted], etc.

Right to ten minutes to all year ocean swimming at nearby Hobe Sound.

SPECIFICATIONS:

C.B.S.(concrete block steel) hurricane proof 3 x 8 rafters each hurricane tied.(not a 2x4) trussed roof.furred and wood paneled throughout. awning type windows, 12" concrete and steel footing, poured concrete and steel on sides and above all windows and doors, large picture window. Extra tile shower in garage.

ADMINISTRATIVE FILE

Alton Area News
x Reynolds, Joe
x

Mon., July 25.

Dear Harold:

I missed you by 15 min yesterday at the Camp at Pevely but I did have a chance to talk to Ann, Bob Pentland, Sam Trefts, and Fergie.

Gist of the matter is as follows: some months ago I became a member of a staff of a new progressive paper published in Alton, Ill. for Southern Illinois--THE AREA NEWS--headed up a one A.D. (Wild Bill) Johnson, a figure in Illinois politics and aided by Emerson Baetz, a pretty much celebrated Illinois lawyer (practices in nine State Supreme courts) and generally regardad as "the new Clarence Darrow." I told Ann about Baets and she was very enthusiastic.

Baetz is the only man in recent history able to take an American newspaper to task. He recently won an historical point in law when he whipped the Alton Daily Telegraph in Springfield, Ill. before the State Supreme Court, forcing them to pay a substantial settlement for defamation of character. The Alton Daily Telegraph is, incidentally, one of the most rabid anti-labor sheets in the Country. And, incidentally, Mr. Baetz is an old time Socialist--a strict liberal as is Wild Bill Johnson.

As a political-labor writer on the News I set about to organize the Log Rollers Club of Illinois, a private political club of liberal Demos and progressive Republicans, to back our paper. In this club are "the" powers of two key counties--Madison and St. Clair--without, no gubernatorial candidate can swing the state of Illinois. Incidentally our paper is the only regular paper that prints a column written by organized labor. This column is written by Paul Jones, a friend of Bill Doty.

Now--on August 21--Sunday--I have arranged with Fergie and the Camp Staff (Ann knows about this) to bring in a delegation of about 15 prominent Illinoisans to tour the Camp. In this group will be some of the above people plus possibly the President of Southern Illinois University and others. Ostensibly there is no political significance. However, it so happens most of these people are of key interest to your political organization (Ill.) as per my check with Francis Hicks. I have a meeting with Hicks today in Alton.

Harold, what I need to make this visit effective for all concerned is your personal support. Now I have done this with Fergie...I have gotten Roland Maurath's blessing so mgmt. is okay. But I do want you to see that the top brass is present and that does mean YOU.

Plus this: this being an Illinois delegation can you get Dave Sark and Sandy O'Brien on deck? Also I would like Tom Edwards out of Springfield, Sam Trefts, Hawks, Lehr, and of course, Hicks.

As I said, Bro. Gibbons, I will handle this thing properly and it can be of tremendous significance from a public relations point

of piew but I want some direct support because I am sure youaknow what I am trying to do. If you can't get involved personally be sure and have Sid Zegri contact me at the earliest. My number is below.

You will Bind our editor Baetz quite an interestin. person and a man who is on your side. Two weeks ago I had Wild Bill over for an inspection trip of LHI and he was very enthusiastic. He immediately raported the trip to Baetz and Baetz subsequently gave out this edict: give Raynolds all the space he wants...tell him to write the whole story...we have heard the other sides for years now let's get 'the Giobons side!

Well, fellow, you know I flunked with R-D because they wouldn't let me write that side so maybe I can finish the job.

And let me add this: for a lawyer Emerson Baetz is one hell luva writer and newspaperman.

Now can we get the show on the road, Mr. G.?

Kindest personal regards

Joe Reynolds

Joe Reynolds
ALTON AREA NEWS
518 East Broadway
Alton, Ill.
Phone HOward 2-9754

My home Phone: (Res: 3728 Penrose St. Louis, Louis, 7, Mo.)

CHestnut 1-7045

INTERNATIONAL BROTHERHOOD OF TEAMSTERS
CHAUFFEURS · WAREHOUSEMEN & HELPERS
OF AMERICA

ADMINISTRATIVE FILE
Alvarez, Clement
X
X

September 29th, 1939.
Baltimore, Md.

Mr. Harold Gibbons, Executive Assistant to the General President.
International Brotherhood of Teamsters.
25 Louisiana Av. N. W.
Washington, 1, D. C.

Dear Sir and Brother:

Referring to your letter of August 31st, 1939, re Clement Alverez, I have checked this matter through and I find that the Steel Workers do have a contract at the National Can Co. plant here in Baltimore, and in line with your comment in your letter of August 31st, I have dropped the matter, altho I did call the regional director of the Steel Workers here in Baltimore andadvised him that he had a bad case of dissatisfaction among his peoplethere, without giving him anything as to who was involved.

Fraternally,

A. E. Evans

ADMINISTRATIVE FILE

Alvarez, Clement

X

X

August 31, 1959

Mr. Al Evans, Gen. Org.
International Brotherhood of Teamsters
6000 Erdman Avenue
Baltimore 5, Maryland

Dear Sir and Brother:

Thank you for your report of August 28th on the matter of Alvarez.

If as you suspect, this is a steel workers union shop then, of course, we want no part of it.

Let me know what you find out.

Fraternally yours,

H. J. Gibbons
Executive Assistant to the
General President

HJG/yk

INTERNATIONAL BROTHERHOOD OF TEAMSTERS
CHAUFFEURS · WAREHOUSEMEN & HELPERS
OF AMERICA

August 28th, 1959.
Baltimore, 10, Md.

Mr. Harold Gibbons,
Executive Assistant to the General President,
International Brotherhood of Teamsters,
25 Louisiana Av. N. W.
Washington, 1, D. C.

Dear Sir and Brother;

On July 28th, 1959, you referred to me a letter written to the General President by a man named Clement Alvarez, living at 514 South Ann St. in Baltimore, and asked me to contact Alvarez andsee what he had in mind.

I contacted Alvarez at his home at 8:30 PM on July 30th, but he said he wanted to talk to theGeneral President, at first, but after some explanation on my part that theGeneral President was a busy man, he agreed to visit me at my home, and would talk there. We set up a date for Saturday, August 1st, at 11:30 AM at my home, but Alvarez failed to show, altho I waited for him until 1:00 PM.

On Wednesday, August 26th, I happened to be in Alvarez' neighborhood on other business, so I stopped at his home and found him in, and this time he made me quite welcome and asked me in to talk to him. Briefly, and this is the interesting part of the whole matter, Alvarez said he is employed by the National Can Co. here in Baltimore, as a laborer, and is a member of a labor union, and did not know what one, altho I suspect it is the Steel Workers, and Alvarez went on to say that every one he talkes to at work is sick and tired of their present union, and wants the Teamsters, since they very impressed by the way the Teamsters have stood upto the worst their enemies could do to them a ndthen fought back.

Alvarez has a bad arm resulting from an accident while at work, and did not want to distinguish himself by speaking out for us, but did offer to try to supply me with the names and addresses of some of the people he know who had expressed their dissatisfaction with their present union and if he succeeded in this he would try to set me up so I could arrange to meet these people. So now all we can do is wait until we hear from Alvarez, but before I actually go to meet with any of these people I shall check back with you, since I have no reluctance to provoke an argument with the Steel Workers, but only with your knowledge and approval.

Fraternally
A. L. Evans.

ADMINISTRATIVE FILE
Alvarez, Clement
X
X

July 28, 1959

Mr. Albert Evans
General Organizer
6000 Erdman Avenue
Baltimore 5, Maryland

Dear Brother Evans:

Attached is a communication received in this office and am wondering if you can find time to visit with this party and find out what is on his mind.

Fraternally yours,

James R. Hoffa
General President

JRH/MJG/ja
Enc.

July 28, 1959

Mr. Clement Alvares
514 S. Ann Street
Baltimore 31, Maryland

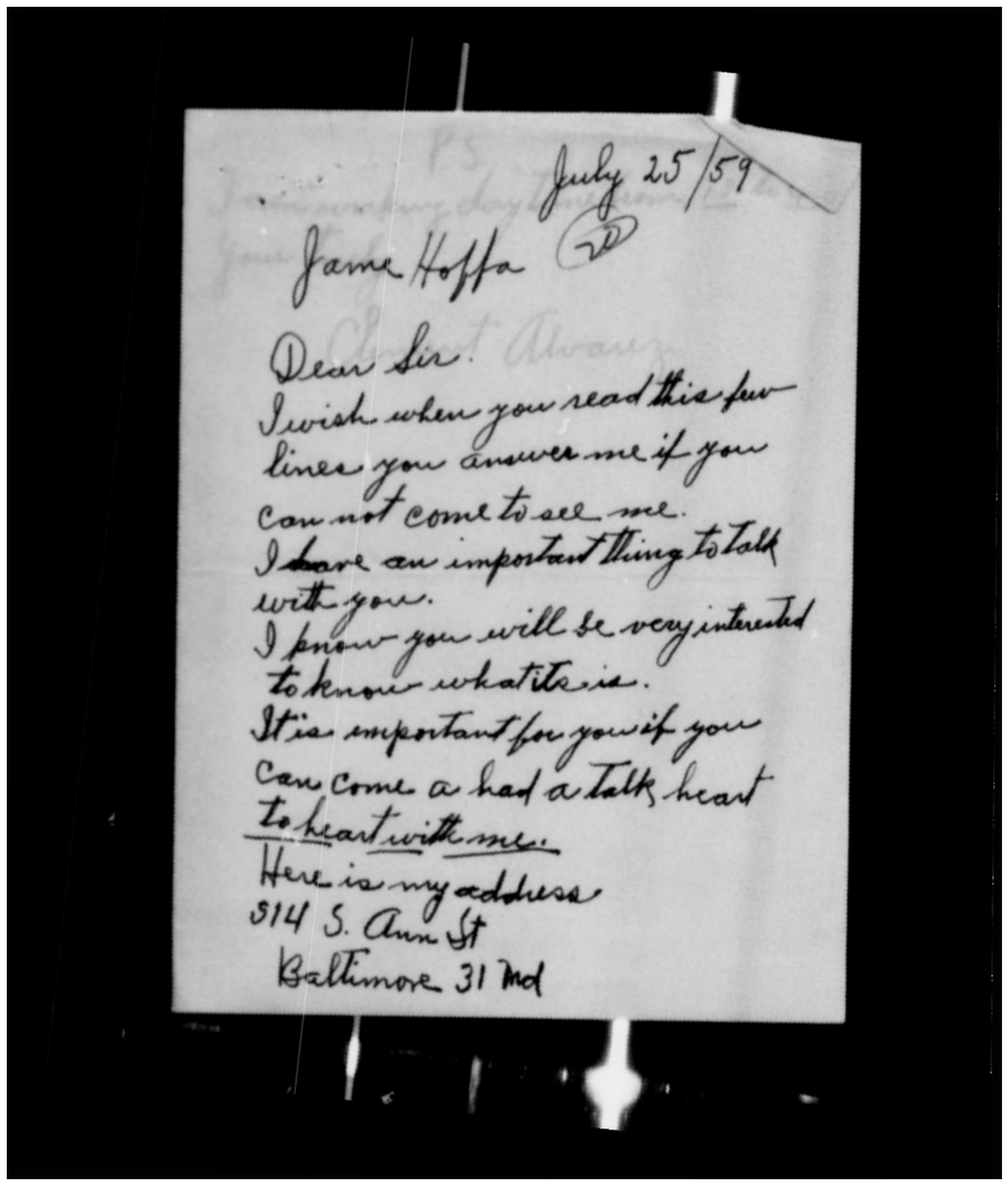
Dear Mr. Alvares:

I have your letter of July 25th and while it is impossible for me to visit with you, I am asking our International Representative, Al Evans, to visit with you. He will relay any message you have for me.

Very truly yours,

James R. Hoffa
General President

JRH/HJG/ja



July 25/59

Jame Hoffa

Dear Sir.
I wish when you read this few
lines you answer me if you
can not come to see me.
I have an important thing to talk
with you.
I know you will be very interested
to know what it is.
It is important for you if you
can come a had a talk heart
to heart with me.
Here is my address
914 S. Ann St
Baltimore 31 Md

P.S.
I am working daytime from, 7.30 to 4.00
Your truly
Clement Alvarez